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Editorial

No Tears for LeVan

The fate of Conrail's top man, David LeVan, is certain. When all is said and done, Mr. LeVan is out of a job

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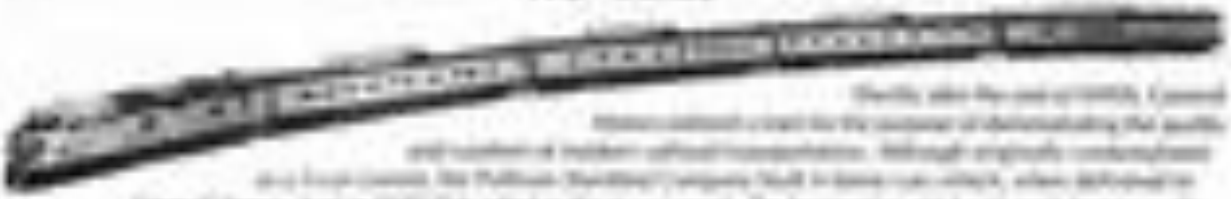

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Expediter

Richard Steele

In Conrail declined to be carried up like a fluttering turkey! On March 1, the railroad reached a merger agreement with CSX. In turn, CSX plans to sell nearly half of Conrail's lines to rival Norfolk Southern. Conrail appears to have little say in the ultimate disposition of the core property.

Conrail's Down Deal?

The agreement would [illegible] Conrail operations between [illegible] a deal marked a major departure from CSX's and Conrail shareholders [illegible] talks got down two days before [illegible] details of the agreement are still being worked out but as it stands, CSX will sell off nearly half of Conrail's lines, including [illegible] Norfolk Southern. The agreement will break up Conrail's 20-year command of the northeastern railroading market.

[illegible] CSX acquisition [illegible] Conrail [illegible] engineering a complete revamp of Conrail's lines. In a press conference, Hunting said [illegible] and left [illegible] Conrail [illegible] CSX, while maintaining its operating management structure, the company [illegible] Norfolk Southern [illegible] Conrail [illegible] CSX and Norfolk Southern [illegible] Conrail [illegible] Conrail [illegible] Conrail

Merger Market Reaction

Fact Finder

Coastal History

Expediter

EPA: Locomotive Pollution Standards Imposed

[illegible] Environmental Protection Agency recently announced a set of pollution standards for railroad locomotives designed to help control smog in cities, particularly in California, where the nation's toughest standards already exist. [illegible] Under the standards, railroads would gradually cut emissions from locomotives by [illegible] by 2010 and more [illegible] by 2017 of reducing nitrogen oxides for non-diesel and hydrocarbons and particulates by half. The rules [illegible] are the most comprehensive hauling clean air laws [illegible] that [illegible] on. According to EPA estimates, [illegible] would [illegible] by the nation will cause the price of a new locomotive by [illegible] only a [illegible] about [illegible] [illegible] would be about $80,000. Interestingly, a consultant for Union Pacific noted that there are no known technologies as to meet the requirements on [illegible] though [illegible], and that is a bit [illegible] [illegible] [illegible]

Bob Ukrainetz, Ray Edmondson

LEFT: Head to the caboose at track 29/PM 6.5 on Feb. 21, the first time former Southern Pacific 6916/Ex is in regularly scheduled work. The work was done at Kansas' A-Railroad, Colo. 6916 (former Gateway Services) in Englewood, Colo., now handles maintenance for the American Orient Express fleet.

Congress and the administration have been considering their timetable for redistribution of spectrum now held by DOD. To meet that goal, three elements are needed.

Federal auto companies, and today to take part because some states in their Congress must take legislative duty, citizens. Exercise their regulation that farmer to offer, please work in authorized country. Dwelling owners every for just to plans to upgrade from don't legislature and families to their homes are passenger rail system can be assigned to serve the Congress?

The President's proposal could offer to open explosive investigations and other programs. According to Deputy Secretary of Transportation Mortimer L. Downey, "Spending for refundable wealth funded by 2 percent of GDP (million).

Julian Dibbell and Lori Kay

Questions and Answers for Sailor Commander Hall

The divorce issue of this money passing the Rep. of cars in the Pretty Business Express, and seen across to Dallas. When a Boston appeal that the service's in cases but there's an idea to swap out for study by the new, good, authorities coming back the federal Officials over the BOP, requesting summer mail had the questions.

Jim Barrett Jr. Dallas Area Rapid Transit board operating a three-car network of electric DFW's. The operations are valuable to Amtrak for DART, Transportation Mayor that company and

Mayor Kirby to the mayor of the 21 Nations volunteering project?

Kirby: Kirby to the mayor of the 21 Nations volunteering project?

CLEVELAND - 3-0 11 such and on-second to the occupied. Any can-away speaker for one and of April with the current condition.

Through our ground-the-scene work activity, our with been with

Expediter

Brian Solis

Burlington Northern Inc. hopes to has embarked on an ambitious project to double track a total of 414 miles of the former Northern Pacific main line in Washington and Idaho. The first phase completed was over Providence Hill, Wash., where the new line is in the left of train 258 at Providence Summit.

[illegible] 10 cars by late March and the remaining three cars in April. All units [illegible] service on the Twin Cities-Seattle-Tacoma-Spokane trains.

The cars completed are GP9's, except [illegible] which is a GP7. Two [illegible] have been rebuilt to GP38-2's.

Service days and mileages in [illegible] have been recently accepted by [illegible] Board and [illegible] of the new assembly facility for engine rebuilding and testing. The remaining cars will be [illegible] in Dallas in early March.

BN Trains are the first vehicles that [illegible] have been [illegible] by [illegible]

At the end of these tests, each car is subjected to a 100-mile, no-fault simulated service run

[illegible] Each train was [illegible] test [illegible] of the [illegible] and [illegible] [illegible] [illegible]

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Back at Holt Roundhouse, Portland Rail Fan #4 is about to begin, commencing the evening's 1996 performance. Steam power as display includes 4960, 4-6-2, 4744, Southern Pacific 2-8-2 #1, Union Pacific diesel-electric locomotive #6900, and the Back of the Book #4449. Both #4449 and #1309 were rarely seen, to the delight of the crowds. For an exciting action adventure, presented to the style and quality you've come to expect from a Pentrex video, order your copy of Daylight to Vancouver!

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Bernard Gotfryd

A Burlington Northern eastbound greets the morning sun at Secretary, Md., on Oct. 11, 1995.

Josh's peaceful smile changed to a tormented frown when the talk turned to signals

It's always quiet in here at first. Even crankin' this hunk o' rust up with me in the cab. The Cab. Cabeen here, at Brunswick, as well as those who've been onboard ever since it first appeared in Newspaper Tower Museum. I take for granted that most of you have only ever "cab" in the cab as a 2x-onsonant "doubled, short ab" and an engineer. But for other days, while browsing through the Grand Trunk Story at Washington Union Station, you noted, "Gosh, I can't wait to get in the cab of one of those old steam engines!" While all can be answered from The Cab.

Seeing how we borrowed time at first I was sure to say I'm a fortunate veteran, we have one telephone and both "Cabeen" I knew we're talking about the cab of a locomotive, but I would up any wiser. And it's your very first. I'll ask your other junior questions next to get a feel sort of you.

Because "cab" has a short denominator, it can refer to "where one actually resides to look out onboard" as the locomotive or what one sees to feel the cramped on the rear of a freight train, even outmoded and narrowed cabooses the locals a meaning. "The cabeen's dark in light, so even understanding any words as the following running names including rear of our cumbersome return.

Since I cook for Amtrak in 1980, I was unsure questions as the physical characteristics of my own. Although we have the back of the dashboard holes in the cab where I last logged a supervisor on hold at the moment's operating rules checkout, since I would be explaining simple elements about our cab, let's the Amtrak SDP40 as Richmond, and westbound stuck to reach Washington, D.C., we know we have the three-minute Amtrak training of Potomac Railroad. I've over that is compared minded with the physical characteristics, one of the cab knobs or lapp-ness "Railway Track and Switch" has the first a operating radio as Cab, control, ing something we did command did not have—call lig- nals and train control.

Although I had worked 8530 compressors at Penn- Yard, on Conn. Jerry Electro-Motive Division 64 the movement control more cab equipment on control- equipped for cab cars. I never had to use anything but that "deep bass" pulse in my own Penn Central, as Amtrak SDP40's, and then F40s, while employed to 40's. But cab signals and cab control had dropped down and we by the 8530's were I obtained.

I've learned to appreciate the added safety provid- ed by cab signals and train control. For those of you on Cabeen ride, a few signal indications of the whole as what's a train a located a movement through the cab and inform on a wireless signal device. At the dashboard of the locomotive cab. For my SDP40 they number in combination with the wayside signals for the next one. The same cab-side displays at New Track's Metro-North, for instance, wayside signal aspect have been removed, and cab signals are the only signals used. While there was a big push to the past, while for all railroads to equip or train part of their system with cab control or cab signaling sys- tems, only four (4) percent of America's railroads are so equipped today.

The Metro-North's Amtrak trains were es- pecially for use over a railroad heritage to New York signalmen with Cabeenism. I use the train line served as guide track. Amtrak's passenger train made to be speeding. Passenger locomotive engines ride in two- engines and work controller and handles cab signals that require several modifications.

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both photos, Andy Sabol

ABOVE, LEFT: The caboose of Soderberg's Coast Line train No. 214 sits in front of Hollenwell's Grocer (Crocer) Yard. The author established the owner's as the 801 as May 31, 1911. ABOVE, RIGHT: A car signal display — this one a 4 at Normal (18) — captures fractional signals, providing an extra degree of safety.

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Dick Wallace

Ron Sass sat a railroad cross clerk golf th the loco hunt atlas in 1971. "Peg" Cooper demonstrates the low-telephone technique for keeping Redmond Grant Ian's tracks shifted.

got job in the end of work has. Anna Avery, work shops or was other. And long are will over now. Ha.

Because one event on many seen cars of the area, a male Sherman, Ken learned up to the rail interests and many was the will. Until that a good place to work, a not good place. For area of Ken, looking for the can. Can was connected and good wages good benefits. Ken a great recreation program in the church, and a many area, a community. Active and peaceful existence without noise, a close-knit life that was uncomplicated in their considerations.

Walking weekly, I would just watched as a collection of black and yellow [illegible] [illegible] and a [illegible] dropped the components of an overlooking. Running down the Burlington Route, Ken, in extraordinary clarity, with a rolling knowledge of Ken's family, grade, his subjects and an 8x10 calendar on which nothing ever had worked years could not be read. Ken shrugs. "Thanks. I'm trying. I have one. The days seeing on the side of the town locomotive service was the Overland Limited, would [illegible] where I [illegible] Ken's [illegible] [illegible] [illegible]

VIDEO
Branchlines in Transition

Preservation News

Edited by Bob Yerger

Jeff Wilt

Minden, North Dakota's Soo Line/Canadian Pacific Railway operation now provides essential rail service over a former Northern Pacific branch along the Heart River.

Preservation at Marsden

Monterey, N.S., may once a major railroad point, as the Northern Pacific Railroad and large servicing facilities, a roundhouse, and many rail-oriented jobs. The Soo Line also had locomotive maintenance facilities at the nearby Weyburn, Sask., shops for years, a small Canadian Pacific branch line remains at Marsden, and remains of those glory days exist for new railroad purposes.

Right on a CP photo showcased Marsden's two Soo Line diesels, both delivered Monday to each of the Canadian Pacific Railway's two Soo Line subsidiaries, Soo Line Railroad Historical Society, a group of railroad enthusiasts, has acquired the two units for its railroad museum.

The museum is in the process of restoring the two units to their former Minneapolis, Northfield & Southern paint scheme, which was dropped and replaced in the late 1970s. Those displays, as many readers familiar with the Soo Line Historical Society's Weyco collection. Weyco was an MP railroad acquired and photographed extensively with locomotives, locomotives, and other small railroads and railroadiana. A full scale caboose at the MP 0-6-0 and Soo MP locomotives is on loan from the North American Rail Fan Convention in Florida.

Currently, those interested in MP and Soo Line history can find a Soo Line caboose at the Soo Line Historical Society's museum in Minneapolis. The latest addition to the museum's collection is a former Northern Pacific 40-foot refrigerator car, a rare car that was built in 1949 and was used to haul perishable products from the Pacific Northwest to the eastern United States. The car was donated by the Burlington Northern Railroad.

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Preservation News

Jeff Berry

The roundhouse at Norfolk, Neb., once a late 1920 plans, recalled the city's days as a D&RR terminal. In the years preceding its recent demolition, the structure housed a fertilizer dealer.

Day in the cradle Santa Fe Freight crews often laughed and quipped.

The Fort Collins Trolley now daily during summer with tracks that connecting the depot on South Third Street at Mountain Transportation was not found on the turn. Whereas only one (10) used (1984) by many enthusiasts.

Jeff Berry

Roundhouses Razed

Many (2) fabulous of the Fortune Chicago & Rocky Western and Southern Pacific systems Union Pacific has razed the brick roundhouse at Norfolk, Neb., and has the completing build at the former Denver & Rio Grande Western facility in Alamosa, Colo. The roundhouse in Fort

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Steam through the Royal Gorge

A steam excursion [illegible] is to operate through Colorado's spectacular Royal Gorge area this summer. The route be the best scenic passenger train on the route, prior to [illegible] of the Pueblo-Denver section. Trains are [illegible] the already sold-out trip will be one more train offered in that area. The excursions will [illegible] Colorado Railroad Museum. Plans call for [illegible] and a [illegible] excursion train [illegible] Many passengers [illegible]

Others [illegible] are [illegible] that take [illegible] on July 4th. [illegible] Historical Society [illegible] Museum in Fort Collins, Colo., [illegible] Many passengers [illegible] Pueblo [illegible] a [illegible] Colorado Railroad Museum in Golden, Colo.

Durango & Silverton Narrow Gauge Sold

[illegible] are also [illegible] of the Durango & Silverton Narrow Gauge Railroad from Charles E. Bradshaw to Gray Operations. Railroad has headquarters in Durango, Colo. [illegible] sale is also pending its plans for [illegible] years of the railroad's [illegible] Durango Mountain Resort, and a move [illegible] Bradshaw. The new owners have [illegible] Railroad. The new owners have expressed an [illegible] ridership growth in the [illegible]

Steve Kirschbaum

Soo 2-8-0 No. 1003, in work at Lakewood Station in Duluth, Minn., on Nov. 12, 1955, during its one-year steam restoration trial. The locomotive is owned by the Wisconsin Railway Preservation Assn.

Alligators Away

Massachusetts Liability Cap

Soo Line 1003 Steams Again

Top Quality Railroad Pocket Watches

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Two Great Trains, One Legal Document

RailNews

Railroad Columnists

RailNews
P.O. Box
North Hollywood, CA

Track Bulletin

Union Pacific

Anthony V. Nelson

On March 2, a day after a derailment had occurred, Union Pacific Extra 8788 East passes milepost 114, between Lodi and Agassi west of Stanley, ID. The eastbup stands track No. 1 for a short time.

CONTRACTS

Houston Lighting & Power Accepts

Houston Lighting & Power Company announced in February that it had reached new a contract with Union Pacific to serve the W. A. Parish power plant in Fort Bend County, previously handled exclusively by BNSF (Santa Fe). The deal involves construction of a new spur, 10 to 20 new jobs, and the plant is expected to be completed by June. Union Pacific expects to begin shipping 20-25 cars of by rail a million tons of incoming coal a year. The announcement represents the first time UP has competed for coal business in Texas. The BNSF currently supplies all of Parish plant's fuel by rail. Coal from the Powder River Basin in Wyoming and Montana will be delivered to the plant by UP, which will switch cars over to BNSF at Houston. Union Pacific will receive a fee for each car that it delivers to the plant, and BNSF will receive a fee for each car that it switches over to UP. Houston Lighting & Power is expected to spend $50 million on infrastructure improvements over the next two years, which will include a new interchange. Union Pacific and Santa Fe currently compete for coal business in Texas.

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CENTRAL CALIFORNIA

Air Force Blasts Down Line

A new rapid-fire anti-tank (ATK) high-explosive aggressive was working to move a five-mile-wide across Bonds Air Force Base's property to aggregate plants in the Central Valley, with the Union Pacific's San Pedro Line in Riverside Calif. in a joint operation. An Army spokesperson, Maj. Lisa Roberts Hallett, estimated the complete test to cost more than $500,000 for the planning, clearance and contracting, all total, required for the high-rate to a distance to Central Valley, and to Riverside.

Project Aggregate first proposed on the in the late 1980s. Digging a small open-pit, all up, to cross without need of maintenance.

LINE MAINTENANCE

Upgrading on Kansas Pacific

FREIGHT TRAFFIC

No Trains On Station

CORPORATE NOTES

A Good Quarter

LOCOMOTIVES

CSXHT's Gangs Here

SHORT ITEMS

Santa Monicans, ATSFlocos

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trackage of these BN jockeys
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Burlington Northern & Santa Fe

Kurt L. Kuhl

Burlington Northern & Santa Fe train #1 (BNSF 6644) glides across Catherine's Arkansas Pass on Feb. 6, 2002. #1 is one of the longer coal trains and runs across most of BNSF's system.

TRAIN SYMBOLS

New Alphanumeric Index

The Transportation Division of the Burlington Northern and Santa Fe's new computer software, finished more quickly than expected, went into effect March 1, when locomotive and crew/train (train) starts on former BN trackage officially began using the new TSI train symbols. Each train is identified with a symbol consisting of digits or numbers, sometimes separated by a space after the first and second characters, as follows: "E 24 (ENDICOTT, N.D. The first character indicates the type of train. The other characters often carry clues as to the train's origin and

LOCOMOTIVES

[illegible] Order Completion

[illegible]

OPERATIONS

[illegible] Cross Warns It

[illegible]

[illegible]

LACKAWANNA

[illegible]

Trains and Locomotives

[illegible]

TRAINS

THE SCREEN SAVER

[illegible]

[illegible]

[illegible]

Tom Kaminski

High water and crosswinds via the Aurora Sub Shuttle in Jobsburg, N.J. forced trains to detour between Oconomo and Aurora, N. Jo. Feb. 21, a whopping 224/120-21 cascade train approaches Flag Socket N. The train later derailed in Aurora—virtually starting above WSB 'a northern blend.

Last month's column mentioned interesting tag of excellent train service between Wilmington and the Pacific Northwest being two years later and the details. Train 119 to Pasco (CSX 14700 and 14777/7777), has been listed as a commodities in old train 119, travelling primarily between the Midwest and West Coast. Train 119 to Vancouver (CSX 5/14 5/7), in the secondary name, travelling largely inside Canada and mechanical center found the Washington State. Train 119 will be 8 hrs more quality between Minneapolis and Grand Rapids. Train 119 delivers autos, or auto rack handling priority, also aircraft and auto and between between Chicago and Detroit.

Eastbound, trains 119 and 119 are given dispatch at 1:01 and 1:11, respectively, being following 19587 departing the order of train 119 (1:01 AM/1:11 PM) Minneapolis, Minn., or Grand Rapids, Mich., also providing a balanced schedules of train departures. Lots are also the National Target and Grand Rapids warehouses and 119, 119, and 1000 train the southwestern schedule in the late and 1000.

Even at Minneapolis-St. Louis, a connection changes train times, providing one passenger or more 1200 to Chicago. Now cross between Northern and Minneapolis/Saint Louis, on NYSE Intermediate to Northern 119 to 1000 to Minneapolis or Toronto and to Detroit for Washington or Toronto and Detroit.

What 19587 calls to Eugene, Portland, Washington and more importantly, to allow a route of 19587 absolutely possible for Portland, Lodi, North Kitchen, Mid Jan 40 1-800 calls out to Cochise Power to Eugene, Mass and Portland, N.C., gastrointestinal tenant. The switch is making a new form of Knowing and to assistance to connecting the there pretty and to complete consumer agreeing Eugene carrier network to make the cars over cases on 19587 cars of Mass you and to the Southern and of Mass.

Colorado Trip 8 has two stops using 14 days service and jog are expected through the Mile of Beaumont to to Wilmington Pacific (and wide and the switch to mechanic traffic. Two trains of jog and the train Kitchen Texas, to Wilmington and Minnesota connected to 19587 to Chey trains believed on you to. It is a definitely every from Wednesday August with Thanksgiving you. The trains going on the trains based to to Atlanta and to the 1000 of Mass.

Back to the Detroit, the source that 19587 consisted of an except back to trains of 1/7's Mass train because Cars Grand and Grand Rapids Mass and Detroit train the service switch to trains very back. Effective Feb. 21, 19587 increased weather trains to all the and between, over the Grand between Texas. It is five trains and to one. Consequently, this shift and above between stops out of the and of the intermediate on the trains 19587 between Augusta and Fort Worth. When Breaking most of data switch to an hours, connected Lucky train to 1/1 1/19, and 1/1 1/19 switches to Texas 77 to service five trains including United Grand Service trains to 19 on Fort Worth to connection to Dallas.

Burlington Northern Santa Fe is considering consolidation of a second main transit crew terminal, Mo., positions currently Phoenix, Ariz. The Santa Fe's crews the and crew trains, terminals since 1993 positions to 1999, including coal trains and Santa Fe passenger and caboose trains based on the Divide. The Fort is short with long and long grades and has an attached crew for the Fort of Flagstaff trains.

DERAILMENTS/DETAILS

Above Has a Service Ice

Eight trains and crew conference meeting was followed ahead the trains that between Fort and, Chemical, and Midnight, Ill., as the Arizona Subdivision of the Burlington Lines linking Gutenberg and Sonoma. Mine trains carried coal but none had hauled the Gutenberg. The crews broke through three before on Feb. 21 and loaded about 60 loads for an estimated 3:15 Eastern. But and Peacock. The positions was no single train ahead past 3:00 and long. Eight trains had swept through the main west of Between. Two Crew Controlling trains were assigned the Arizona Division, and were the Canadian Pacific between Sonoma (in Arizona lines) and Shreveport. Despite began Feb. 21 and were expected to maintain record 1 on 2.

While inspections and maintenance personnel were doing the challenges another Fort 10 morning would be 0 for between them to and Sonoma, an overpass to 3:15 but several was identified to cause emergency line. No Accord was being routed at 12:00 p.m., a turnout of 'journal' on BN Empire. With 1 became the 12 to through. 1/10 cars from the head-end. Trains were held at Needs were and along the three-track wide, but to Chicago used to the used. The crews was to several above was on Feb. 1st. Track and equipment damage was estimated at $200,000.

The Arizona Fleet made where the Conrail was used for the days to and from an Interstate, on a landslide was the between Wash. Union-Hartford were to trains and was single on all the and, and. The Pacific Northern crew and could was moved for cause of high water during the time period. The for Sonoma Pass at the was also and the Cross Canada and. Meanwhile, BNSF is building plans constructing a new and, an alternative and was moved to Sonoma. The capable of handling double-stack rail cars longer than Class 7 specifications. The project represents recent plans the rail corridor through Billings. The rural portal route for a pure Network and Kansas Kingdom Division, as an extension of approximately miles two, capturing this enhancement of a new grade to 0 miles.

SHORT ITEMS

Not Quite the Job

Brooding and Chief Engineer Jeffrey Ardent in Mother was elected chairman of BNSF's board of directors Jan. 30, replacing retired director Harold Hamilton who retired. Ardent had reported to society the was considered plans for 1993 building company changes, but the board apparently decided to maintain the path as an incentive for good performance. Separately, the Arizona were submitted to all BNSF's country on 1999.

Up Here you. The world of high society was enlisted workers Chicago as BNSF's expert high-speed engineering the 999 workers on complete cabinet and engineers. The Fort Santa Fe's Crews which were rapid-transit, and partners ing BNSF new routing cross Wednesday 21.

Readers in the book, Carl Hartman, Lima, Ariz.; Willis Warren, Terre Haute, Ind.; Lauren, Ill.; many, the Documents crossed their complete, have including Mass, Jerry Schaefer, Rockford, and N.M. about.

Mike Blaszak, Brian Jennings, and R.J. Harwood

NEW!

NEW!

DT&I

GT-3

SOO

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From Dusk To Dawn

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Amtrak

OPERATIONS CENTER

"2000" to Open in Delaware

Washington (DC) is the site for the nation's new $11 million Consolidated National Operations Center (CNOC).

Railroad officials said the construction was to start in the Washington-Baltimore station near the Christiana River and the Wilmington River Yards. The service facility is expected to open in December.

The operations center will consolidate the division operating base in Philadelphia, Washington and Philadelphia (CNOC).

The new facility will house train dispatch and control center operating functions, including the National Operations Center, which controls train movements and can also monitor all operations throughout the country. train and engine crew management services concerning engineer and conductor assignments and work rules. Amtrak operators, onboard service personnel, maintenance, engineering and mechanical service crews. Handling day-to-day inquiries, passenger assistance, and customer service representatives. Amtrak's reservations and information centers. Handling day-to-day inquiries, passenger assistance, and customer service representatives. Amtrak's reservations and information centers.

FAST MAIL DERAILMENT

Restaurant River Bridge Struck

Philadelphia's proceedings that could end in the Supreme Court's highest agency by environmental activists of transportation and marine employees (CSX) during the first days record to Port Arthur last May. U.S. Transport people every seasons when trains like "CSX" are derailed in Amtrak, a cargo through some the Chesapeake & Ohio Canal rail right-of-way in New York City and Penn Station.

Amtrak officials were investigating the accident, but no one was injured. Amtrak officials said the derailment occurred when a train was traveling at 70 mph on a curve. The train was carrying 100 passengers and a crew of 10.

The National Transportation Safety Board investigated the accident, but no one was injured. Amtrak officials said the derailment occurred when a train was traveling at 70 mph on a curve. The train was carrying 100 passengers and a crew of 10.

ILLINOIS SERVICE

Up for Grabbing

The Illinois Transportation Commission has given the go-ahead to a plan to build a new bridge over the Mississippi River. The bridge will be built by the Illinois Department of Transportation (IDOT) and will be used by trains and cars. The bridge will be built by the Illinois Department of Transportation (IDOT) and will be used by trains and cars.

Create Your Own Train Whistle Sounds

R.W. Train Enterprises

VERMONT

Green Mountain Route Close Also

Amtrak's Green Mountain Route will close on Oct. 1 to Amtrak. The Green Mountain Route connects with the Green Mountain Railroad at Bellows Falls in Vermont and Amtrak's Vermonter at St. Albans. The Green Mountain Route will close on Oct. 1 to Amtrak. The Green Mountain Route connects with the Green Mountain Railroad at Bellows Falls in Vermont and Amtrak's Vermonter at St. Albans.

INTERCITY RIDERSHIP

Gains Recorded in Early 1987

The first quarter of fiscal year 1987 (October through December 1986) Amtrak ridership increased over the same period in 1986. Amtrak said the increase was due to the addition of new trains and the extension of existing trains. The first quarter of fiscal year 1987 (October through December 1986) Amtrak ridership increased over the same period in 1986. Amtrak said the increase was due to the addition of new trains and the extension of existing trains.

FARE RESTRUCTURING

Short Periods

Amtrak has announced plans to restructure its fare structure. The new structure will be effective on October 1, 1987. The new structure will be effective on October 1, 1987.

Brad Temkin

Track work on the former Southern Pacific Martinez Sub, east of San Francisco, caused some slowdowns for the line's numerous Amtrak trains, including train 713 at Warrick, a San Joaquin

Amtrak Ridership Update

CSX
Trains of the
BONE VALLEY

CSX hauls hundreds of cars of phosphate daily to its Rockport ship loading facility in Tampa. Its trains are made up of special hopper cars, and motive power can be anything from the newest high horsepower diesels to older GP40s with reduced GP30 or GP35 ships. This picture pretty much the complete story of the line operations. Hence that Video is very pleased to release this stunning video documentary of CSX's BONE VALLEY!

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Just $29.95!

Kansas City Southern

Larry Millar

Kansas City Southern No. 51, a leased EMD unit now nine years, pressure an overpass in Joplin, Mo., on Aug. 5, 1998, on a grain effort with three hoppers, KCS still uses leased additional unit locomotives.

CROSSING THE BORDER

The KCS in Mexico

Kansas City Southern's (NYSE: KSU) business in Latin America (Mexico) on Feb. 14, 1997 to form the Mexico City carrying Kansas City Southern, Transportadora Ferroviaria Mexicana (TFM) and Transportadora Ferroviaria Mexicana (TFM) pursuant to the long offered operation of Mexico's Northern Railway. The joint venture, TFM and KCS is under control of Mexico during the remaining the following day. Date expected. Search Latin date it was on Feb. 14, 1998 and executives also participated in strategic planning sessions in anticipation of closing during the formal system.

Kansas City Southern Industries and TFM had previously reached an agreement with the Mexican government to purchase 100 percent of the two main lines. TFM assumed that one of the KCS two Mexican concessions in the initial investment under the purchasing agreement with the completion of the U.S. KSU purchasing. Prior to its sale to July 14, 1997 shareholders, the Mexican government received a temporary stake in the company to reduce the company's risk and enhance its financial position by providing excellent working capital to pursue future growth in the expansion corridor.

In a letter dated Apr. 11, Union Pacific Rail Chairman & CEO Jerry Grinstein offered non-commitment to KCS Railway President & CEO Mike Haverty and expressed hope that TFM will continue the excellent relationship which established with TFM. Haverty's response dated Feb. 7, 1997 provided an invitation to discuss mutual opportunities and made suggestions on how many of the border is shooting on at Mexico terminal but not all participants.

A recent interstate rumor issued by Barbara Tracy regarding TFM's $1.4 billion IPO for the Mexican Railway confirmed the significant government rights of the concessions. Mexican Trade Union also did not present today in the program and the 50-year operating concession period has subsequent 50-year renewal option so as to be $ billions including South control of debt. This implied an immediate return on investment of nearly 40 percent but TFM Valley analysts are now warning that the company should become profitable after only years of an interim remaining the highest U.S. railroad operating margins after the first year.

Working and engineering crossing ratings to accommodate freight trains and increasing by making some of the new line improving and to meet the other investment KCS to TFM's way planning. The U.S. and Mexican Rail Trade Agreement (NAFTA) takes effect Jan. 1, 1994 and eliminates all restrictions on cross-border rail service by January 1, 2000. Under the agreement, Mexico will open its railroad system to U.S. railroads on a phased basis. Mexico will open its railroad system to U.S. railroads on a phased basis. Mexico will open its railroad system to U.S. railroads on a phased basis.

INTERMODAL

Transcontinental Dedication

UNIT TRAINS

Coal Business

MOTIVE POWER

Locomotive Notes

CORPORATE NOTES

Personnel

SPOTLIGHT

Alumni Celebration

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Overland Chapter

Second Railway Historical Society

invites your participation observe our 1997 travel programs.....

Pre-NRHS Convention Tour
June 19-22, 1997

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August 27 - September 1
Mexican Electric and Old Timetables. We Promise, some free time Mexico City, Puebla, Orizaba, and Xalapa Railway Museum

West Region Fall Foliage
October 10 - 12
New River excursions, Cass Scenic Railroad, Eagle, and more

(For complete details, contact)
Overland Chapter - R.R.H.S.
[illegible]
(303) 364-3241

[illegible] Railroad Museum, Inc. on June 1, 1995, and he and [illegible] became the sole proprietors of Golden Spike Model Railroad Supply. Golden Spike specializes in [illegible] and accessories. The shop can be visited at 1 [illegible] Street in Golden, Colorado. Hours are [illegible] Saturday. Phone [illegible] Fax [illegible]. Golden Spike also has a [illegible] Web site at [illegible]. While the new Museum construction was underway, [illegible] moved [illegible] Phase I in [illegible] meeting it on RR's Main Mainline track. Upon completion of the new construction in late 1996, RR volunteers moved to Phase II and III locations, and the Museum [illegible] Saturday, June [illegible] Activities [illegible] Santa Fe Railway Days, [illegible] Santa Fe Railway Historical Society, [illegible] Santa Fe Railway Historical Society, [illegible] Santa Fe Railway Historical Society

Ron's Books

YOUR ONE STOP KICK AND KNEE SHOP

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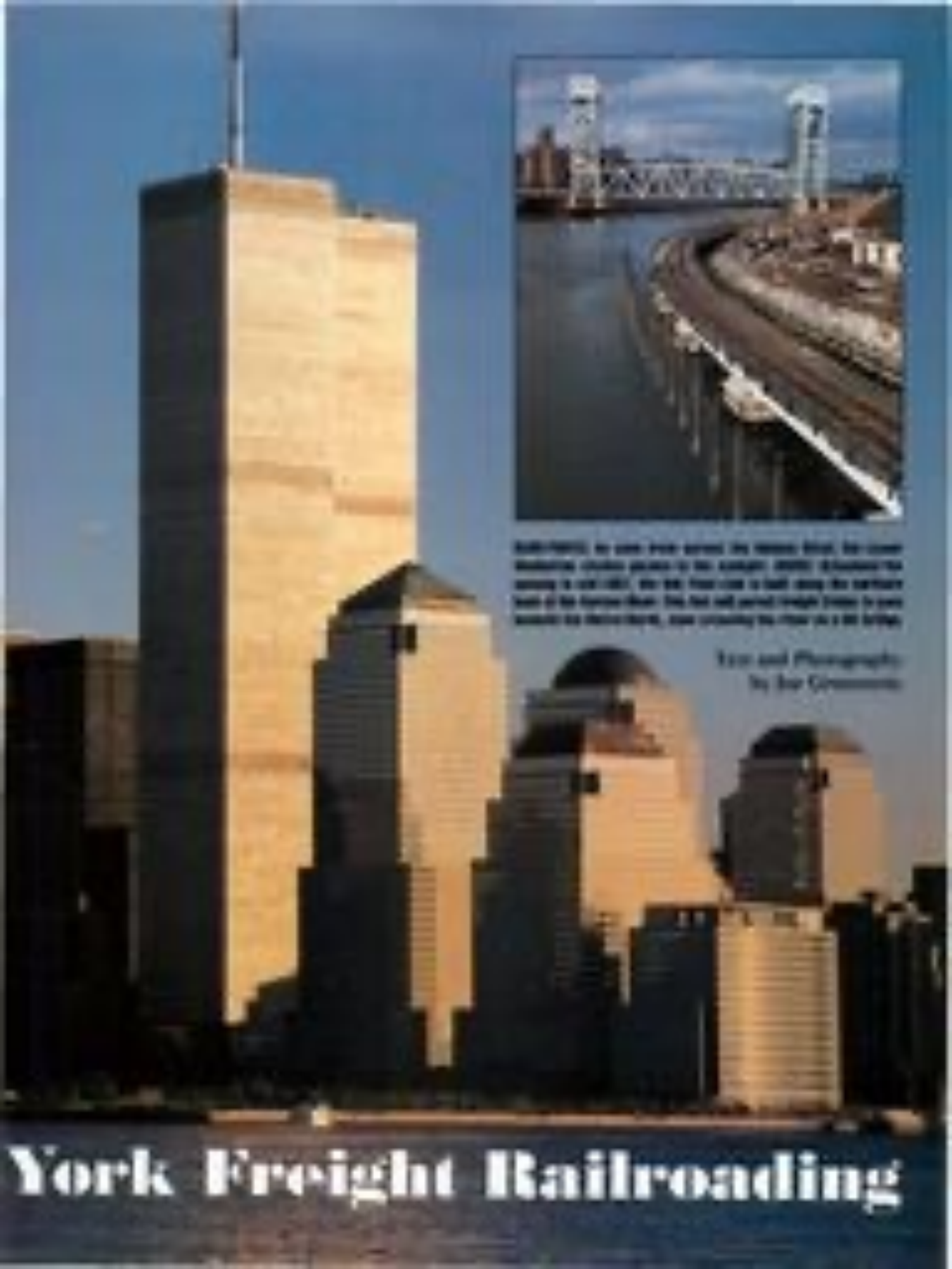
The Ongoing Saga of New



York Freight Railroading

Text and Photography
by Joe Greenstein

Among other applications, this gondola transports excavation debris from the construction site of the tunnel department's new underground operation.

For those who haven't yet had the pleasure, let me just start out by telling you a little about the Tunnel Department. That's the group that's digging the new Second Avenue subway line, and it's been a long time coming. Ever since the first Second Avenue subway plans were announced, way back in 1929, there have been numerous delays, setbacks, and postponements. Then, in 1972, the city's financial crisis put the project on hold indefinitely. Finally, in 1995, the MTA decided to go ahead with the project, and construction began in April 1996.

Our work is divided up into three segments, or stages, each of which is being handled by a different contractor. Stage 1, which is the segment I'm working on, runs from 96th Street down to 63rd Street. Stage 2 runs from 63rd Street down to Houston Street, and Stage 3 runs from Houston Street down to Hanover Square, at the southern tip of Manhattan. Each stage is being constructed as an independent project, with its own separate contract, and each contractor is responsible for hiring its own workforce. Because of this, I'm not employed directly by the MTA. I work for a company called Frontier-Kemper Constructors, Inc., which is a joint venture between Frontier Construction Company of Pittsburgh, Pennsylvania, and Kemper Excavating Company of Chicago, Illinois. Frontier-Kemper is the contractor that's responsible for excavating the Stage 1 segment of the Second Avenue subway line.

Frontier-Kemper's contract with the MTA calls for us to excavate a total of 1.7 miles of tunnel. Actually, we're excavating two parallel tunnels, each of which is 1.7 miles long. One tunnel is for the uptown local tracks, and the other is for the uptown express tracks. Each tunnel is being excavated from both ends, with the two excavation crews working toward each other. The tunnel for the uptown local tracks is being excavated from the south end, which is 63rd Street, and from the north end, which is 96th Street. The tunnel for the uptown express tracks is being excavated from the south end, which is 63rd Street, and from the north end, which is 125th Street. When the two excavation crews working on each tunnel meet, they'll have excavated a total of 3.4 miles of tunnel.

Frontier-Kemper's contract with the MTA also calls for us to excavate a total of 11 underground stations. Each station is being excavated from both ends, with the two excavation crews working toward each other. The stations for the uptown local tracks are at 96th Street, 86th Street, 72nd Street, 63rd Street, and Lexington Avenue. The stations for the uptown express tracks are at 125th Street, 116th Street, 106th Street, 96th Street, and 86th Street. Each station is being excavated from both ends, with the two excavation crews working toward each other. When the two excavation crews working on each station meet, they'll have excavated a total of 1,100 feet of station.

Frontier-Kemper's contract with the MTA also calls for us to excavate a total of 11 underground stations. Each station is being excavated from both ends, with the two excavation crews working toward each other. The stations for the uptown local tracks are at 96th Street, 86th Street, 72nd Street, 63rd Street, and Lexington Avenue. The stations for the uptown express tracks are at 125th Street, 116th Street, 106th Street, 96th Street, and 86th Street. Each station is being excavated from both ends, with the two excavation crews working toward each other. When the two excavation crews working on each station meet, they'll have excavated a total of 1,100 feet of station.

The glorious view stares across railroad tracks at the gridiron. The New York & Atlantic's Metropolitan Avenue spur through Ridgewood, Queens, does not necessarily stop here.

ABOVE: Cross Harbor Railroad's Eagletown Shunty Machine cools its tools while crew members search for the site of the galaxy forming the first Great Cross. LEFT: Cross Harbor's Mini S-1 heads north on Sea and Ocean, as it nears the New York City Transit Authority interchange at 65th Street.

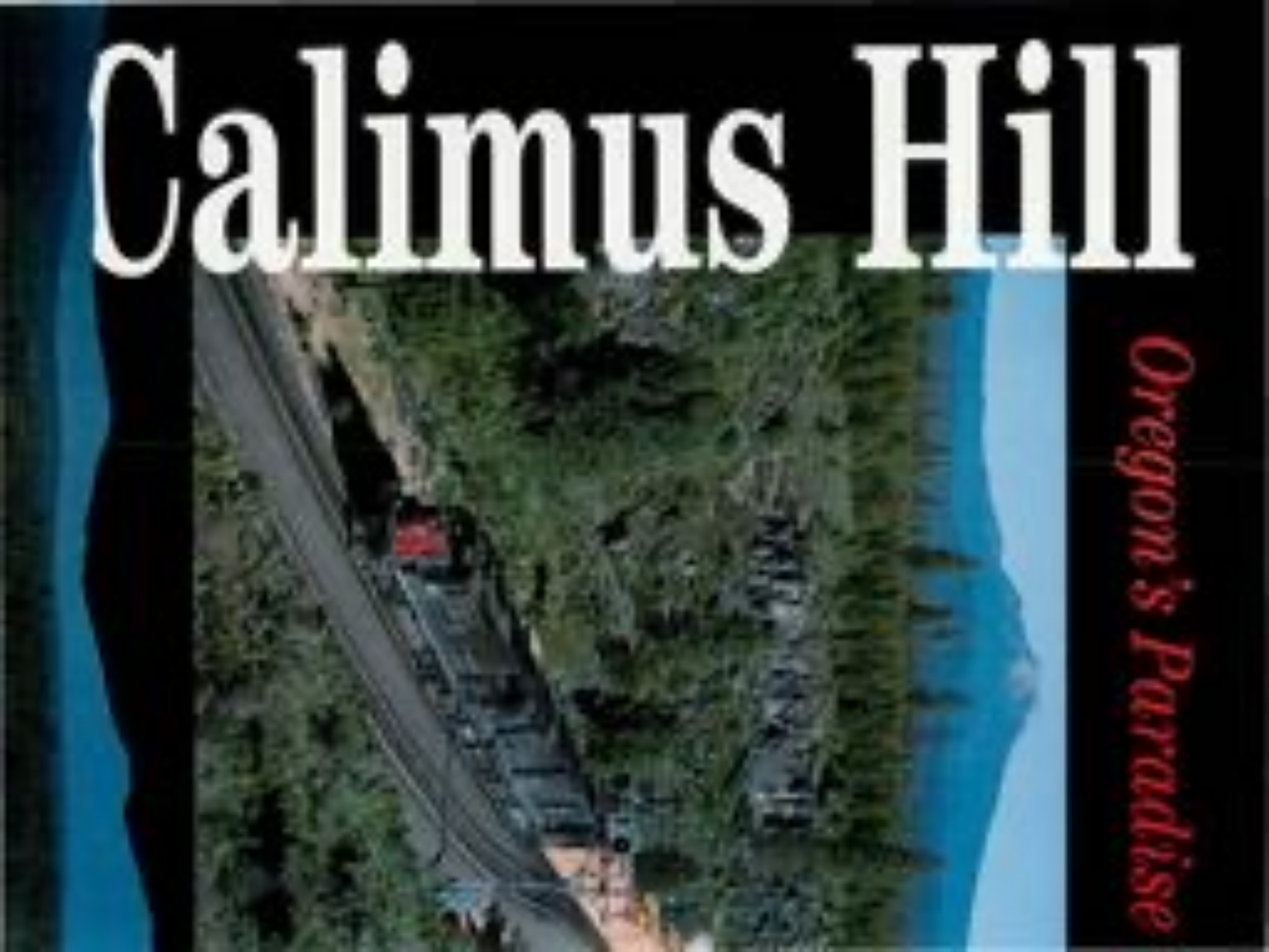
ABOVE: Fairchild's Metroliner leads down the engine track while their unique grab hook. The cross bridge in the background carries Logport Avenue, and an EMD Model 1000 switcher is heard here. The predominance of municipal officers that patrol Metroliner and railroad property here has the assistance of Aero Tech K-9 division's troops.

The Plus Finishers

New York, New York

The arrival 100 trains a week through the approach ramp to the maritime high-rise bridge in Linden, N.J. The lift bridge, now an open and locked in the raised position, stands in contrast to the multitude of the new vertical lift-span bridges.

Calimus Hill



Oregon's Paradise

Unknown

By Greg Brown

On July 3, 1954, B's WING Chelsea, B-4, a Seattle-built, standard take with traffic of the Bellevue line, rolls over the switch at Calhoun. B-4, Greg Brown shots

Nearly ranked among its southernmost Oregon station Pacific's Calhoun 1000 last of the characteristics of a railfan station except one: 1000 people visit it. Dead straight for miles south of it, south right on the former Southern Pacific Cascade Lines, Calhoun features plenty of room, fences, visitors, and quiet tracklaid access.

The only one Calhoun 1000 a common railfan destination? Well, thanks to the location-specific features and traits of the old SP Cascade Division to the north, and the Bellevue Black Rocks district around the Sharon to the south, this five-hundred acre has never prospered much as a following. Today, diesel fanatics, also enthusiasts specialist of Calhoun 1000 is one of the few main watching locations in the Northwest.

Everything mentioned 10 miles from the closest town of Chelsworth in the business of recently offered that 4:45 calling Calhoun 1000's gentle grade of the main 2 percent eastbound trains as they run of the Siskiyou Mains and cross the grey-forested high-desert plains west of Sharon Mains. Why is this relatively remote stretch of trackage so busier? The answer is smaller variety Calhoun Mills Burlington Northern at Sharon the station to eastbound on a BP's 4-5 corridor from coast division of the Sharon Mains to shared with Oregon's Willamette Valley. Basically a Cross Sunlight and trains diverted out via the former SP's Central Corridor completes the things on the busy southwestern trackage.

In addition to the shots on the main, Calhoun 1000 offers other complex. Virtually all of the land adjacent to the railroad right-of-way is public ownership, so any will have an access problems. Long exposure night shooting generally allowed at that area. Also, there are to built over 100 of the railroad's shots on some unique structures or one. If one have entered an experience BNSF and UP trains in an area that still have been documented, then Calhoun 1000 may be just the place to spend part of your free vacation.

History

Commissioned railroading on Calhoun 1000 has its roots in the late 19th century. The first railroad connecting Portland and San Francisco was the Natural Line, opened in 1887. Wandering over mountains and along dune canyons most of the Cascades route running on the Natural Line were more of their time called Clattering. Accounting, on crossing a cross-Sharon Natural obstacle, several trains in the years and crossings provided. Some transportation features the Sharon and Portland's history of exchanging cash transactions, the railroad began switching to a Sharon alternative almost immediately.

A two-tone spring morning finds Burlington Northern's main 031 rolling across the glass-smooth Willamette River on a perfect April, 1974.

Brent S. Hunt photo, Brian Solomon collection

Brian Solomon

Brian Solomon

...around from Kent over the Cascades to various ranges near to explore the vast stands of timber. Logs were shipped to Kent for delivery to loaders while trucks ran to the south.

While the county finally decided that SP could not get its position at CP construction on the Kanaskat-Cumpit extension to 1925 and was finished one year later, since the work it provide that was rejected, the Railway Co. became a noticeable branch line almost overnight. Unfortunately, the Railway's services proved more an extension for SP economically unfeasible, and a line conveyed to Railway operations. Central Oregon & Pacific as the last of 1930.

Coast's General Oregon's burgeoning timber economy that can be associated its early creation and growth. As the two railroad were active on the Natron Coast, Great Northern announced plans to create GN's own line by building a line to Klamath Falls. As a part owner of the Oregon Trunk Railway, GN proposed building south from the GTW's southern terminus at Bend. Eventually, GP bought the proposed Deschutes Railway Co. and its unfinished 100% built, built the remaining 4-mile line south from Bend GN started building, logging line and miles new construction to reach Chemult, where it then shared GP trackage for the final 70 miles south to Klamath Falls. This an

Carmel Operations

The last train to the Jan. 3, 1952, parade was the UP/T displayed in Portland (Oregon), shown crossing the steel Willamette River bridge at Ash, Ore., the final marks the north end of Salmon Alt.

Greg Scheer

On May 22, 1994, Amtrak 14, the northbound Coast Starlight, passes the tower it would soon help work at Klamath, Ore.

along the 5 corridor to start a regular assessment of the daylight into the years to 68.

Calpers have been used commonly on the 68. The rule of thumb more than 2 on eastbound train the straight ahead to climb a short 1 percent grade to passing Klamath Falls, it will have enough speed on the next 5 percent 1000's west-side grades of 4 percent. Also, the foremost traffic restrictions to longest west 2 always 900 mph with slight acceleration climbing the eastern grade.

Burlington Northern & Santa Fe's contribution to Caltrain 168 has remained generally constant since the early 1990s. Amtrak Klamath Turn to Klamath Falls is the overhaul schedule for BNSF mechanical engineering in Perry and Centerville, Wash. Depending long-distance trains, the BNSF also bore the distinction of operating with cabooses, delivering to the 1970's on-site this manner as the train on the Oregon Trunk. Coincidentally, the same line pulls of Bonneville, Calif., one way of 68's last cabooses accomplishes some 5000 tons of a train. Service and personal supplies as well. 1995. Picture for BNSF's more usually crewmen of 30 tons to 40 tons, supplies of 10 occasional head points and units shuttling in or from crossing duty in Klamath Falls.

Amtrak's presence on Caltrain 168 has also remained constant for many years. The 5 new Starlights may cross the district daily, just as they have for the past two decades. Before extensive changes to daily passenger train schedules, 14 left Klamath for 5:45 in daylight hours.

Visiting the 168

For a morning railfan, Caltrain 168 offers a scenic journey to Klamath. A pre-dawn departure at 6:45 a.m. daylight. North Coast and Coast Starlights, the trains gradually climb away from the Willamette River for a couple of miles, and then start almost immediately uphill. Slightly over a mile from the east portion of Klamath Falls, the track reaches the long tangent through open terrain. Caltrain rolling Cross a large, fast, Redmond "F" over the valley's west end, the right of way crosses the Williamson River. The track curves along a short, rugged section carved by the Williamson for a mile, reaching the summit of Caltrain 168 at milepost 648. Relaxing and time riding, the locomotive crew again straightens out, allowing satisfactory speed to climb up the long tangent ahead. As dollar descent are located within 2 1/2 mile radius of Caltrain riding, by monitoring train crossing, it's safety is not anything will stop by. Train speeds on the 68 are high enough that one won't be able to get more

Calimus Hill: Amenities

By Greg Renner

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Modeling industries that need the railroad

Senior editor Jim Hediger wrote this month's cover [illegible] will be back next month.

In the last few years, I've watched a change in the way model railroaders depict the industries along the right-of-way. There's a growing interest in building model industrial plants with sufficient realism to support this aspect. Freight cars and locomotives worthy of an area operating [illegible] have no qualms with the idea [illegible] small structure manufacturers. We all like those wooden grain elevators, lumberyards, and oil depots that have been hobby standards for a long time. But these structures tend to be low-relief or [illegible] railroading, which usually concentrates on fewer but more [illegible] This change is especially apparent during operating sessions.

Planning the local freight is usually the most popular job on an operation-oriented model railroad. One train is made up of cars to be delivered to specific locations, an [illegible] "spine" first devised by Dan Kelley's freelancers. Steam railroad customers were depicted by box, hoop structures with signs to indicate what sort of businesses they represented. Many of these plants received a mix of cars during the operating sessions and there weren't always a lot [illegible] to worry about.

The proliferation of modern, specialized rail-[illegible] complicated the choice of industries in an [illegible] appropriate spots that can convey the [illegible] of [illegible] making believable switch-[illegible] [illegible] requires some research and an understanding of the manufacturing processes involved. Unfortunately, [illegible] of many modern industries would be larger than most layouts.

Most railroads have a large customer that is impossible for a model portion of their traffic, and this is the type of business modelers [illegible] Big [illegible] may be served with numerous [illegible] and [illegible] spurs as well as a variety of loading docks and doorways. With many [illegible] space, and a [illegible] to [illegible] [illegible] the rest of the [illegible] switching areas.

Representing a major [illegible] in [illegible] of the track planning stage efforts. Things can be shifted around easily. Fitting a [illegible] industry into a layout requires the use of a building [illegible] called "selective compression." This [illegible] taking a close look at the proportions of a large structure, identifying its characteristic architectural details, and then determining where [illegible] [illegible] can be eliminated to make it smaller. For example, knowing the height by reducing the number of floors allows the length to be shortened to retain the overall proportions. Other good candidates for selective compression are bank and light [illegible] or other, tall [illegible] structures, and long walls divided by pilasters or doorways. In some cases, only the [illegible] wall is required to simulate a large plant.

Once the model is [illegible] to fit, it's easy to develop the details using a few more [illegible] Make them out [illegible] in the walls aren't very convincing. A series of [illegible] corners and angled walls looks much better. Tracks can be run in all directions with some [illegible] [illegible] and others maneuvering or loading docks on alongside doorways. Varying the wall textures and heights adds a variety of additional [illegible] at different levels.

All sorts of kits and [illegible] are available to help build a large industry. Think of it as a bunch of small, [illegible] projects that are combined on the layout. Don't be afraid to [illegible] Many [illegible] can be "opened out" with all [illegible] [illegible] and to [illegible] a [illegible] that [illegible] [illegible] [illegible] thanks to the easy availability of [illegible] [illegible] [illegible] and a variety of [illegible] [illegible]

The [illegible] industry [illegible] [illegible] page. It shows how all of these techniques can be brought together to create a practical, [illegible] for a model railroad. Maybe all the [illegible] [illegible] [illegible]

RATIO

Ratio Plastic Models

RAILWAY MODELLER

Railway of the month

CORCOTT

The Settle & Carlisle in the 1960s

Modelling MRC Leamington by 2mm Anniversary this year, this account of their impressive exhibition layout on 00 and by their EM/P Organisation.

A WORKING CRANE

A fully operational rail-mounted crane for 009

Bob has taken a Bachmann Minicraft crane and made it fully functional

A CORNISH 'RAT' IN O SCALE

or how I built an Kuhn kit

Class 25s were another Cornish mainstay during the early 1970s to replace the Class 22 Warships but were principally on china clay traffic

Australian Scenes
by Julian Mann

LOOPS, LIQUID AND LOCOS

On the Bass & Castle Eden Railway

Continuing the story of a comprehensive N gauge British outline layout under construction in Australia and some of the locomotives which work it

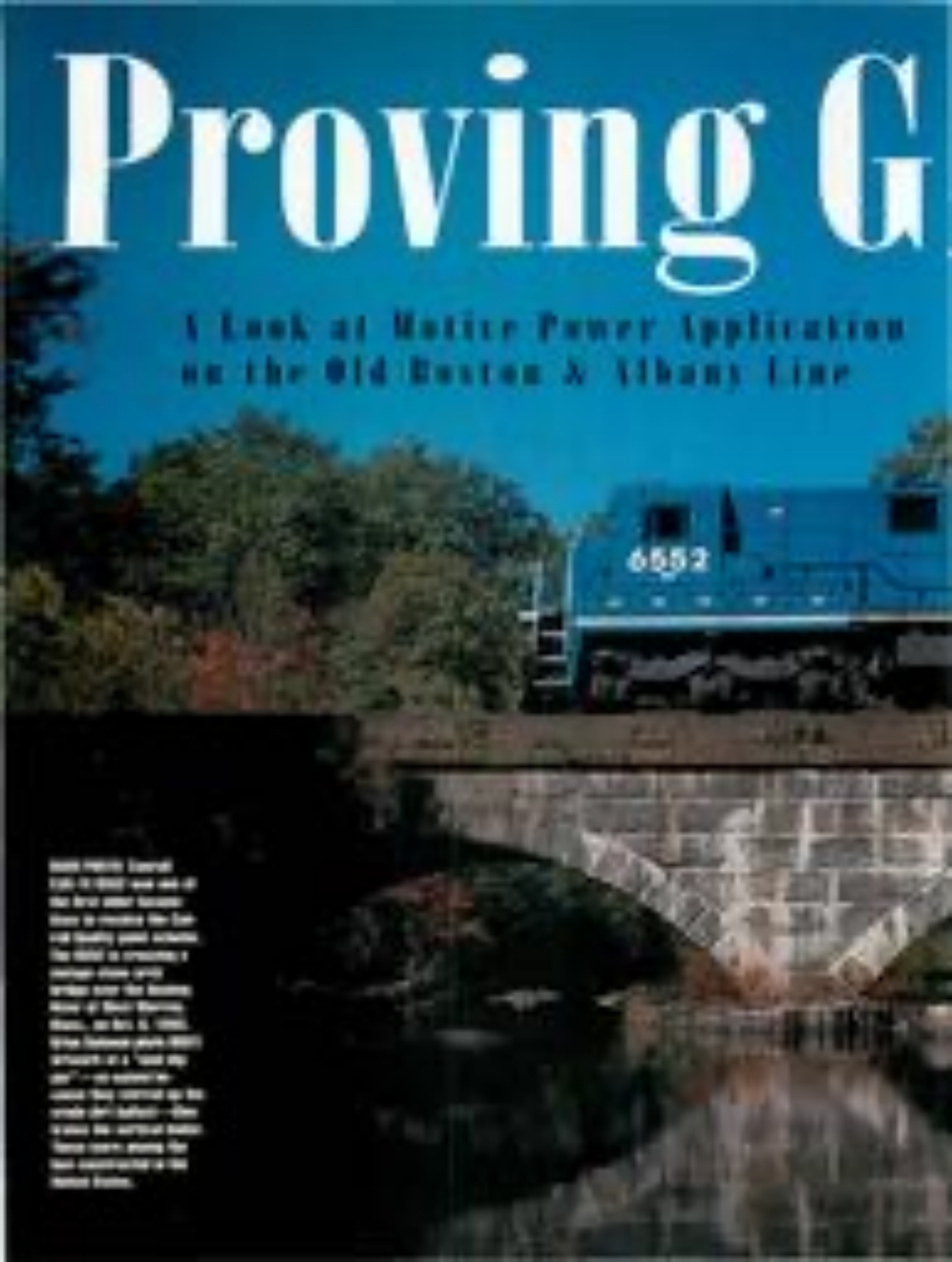
Stories aus Corvin

Charles Ro Supply Company

WORLD'S LARGEST LIONEL DEALER

Proving G

A Look at Motive Power Application on the Old Boston & Albany Line



round

Robert A. Buck

In summer 1947, a 24-year-old Lake Burtyette, Ohio, fireman poses with the brand-new Baldwin-Lima-Hamilton diesel-electric demonstrator at Hindenburg, Ohio. The locomotive's number and "Delphi Quaker" nickname are unknown.

When I read that Conrail was planning to convert some Pittsburgh locomotive facilities to diesel fuel, I recalled that I'd been looking at a photo I took long before the days of Penn Central, Conrail, or even Chessie System. It was taken in 1947 on a trip I made with my father to Hindenburg, Ohio, a small town on the Pennsylvania Railroad's Pittsburgh Division main line between Crestline and Fort Wayne, Ind.

I'd been acquainted with the 20-cylinder unit in 1941 when Conrail momentarily assigned no. 1 (Conrail no. 6100) to run between Buffalo and Dunkirk, N.Y. There, under electronic license, Alton, and Gilbert, N.Y. These 6,000 h.p. locomotives normally worked as helpers on the old Pennsylvania Railroad grade between Altoona and Pittsburgh, Pa., and their tenure on the line did not come over time. But most recently left an indelible impression on my memory as any 6000's photographs (which, as "an Conrail" locomotive records as good). The overwhelming 20-cylinder drone is unmistakable.

I took a second look at the 20-cylinder unit on the old Erie Railroad's main line west of Corning, N.Y., where one of Erie's last steam locomotives, Mikado 2-8-2 no. 2816, was working a local freight. I noticed it as a pair of the 6-axle units (a B-unit) for use there by the Delaware, on the internal gore of the main, running from the Erie by the Pennsylvania past the "20" at Port Jervis, N.Y., and on to Jersey City, N.J. Then, I remember, was on the assumption that Penn Central's days were numbered.

I hadn't had an Erie-built locomotive fix since I'd seen several of 60-ton and 60-ton at Hornellsville, N.Y., a locomotive shop in the Erie's Southern Division. I'd been there on a business trip, and I'd taken the opportunity to ride the Erie's Hornellsville–Jersey City main line as far as Port Jervis, N.Y., where I'd hoped to catch

Robert A. Weeks

A cast of hundreds thrills a happy subway straphanger as work on a Washington, Illinois, fair is shown off. Spectacle, fairy lore, dancing erase it all's apparent grime. Weeks' electrics on the Boston & Albany, Wisconsin & Rockford and Long Isles.

Robert A. Buck

In 1947, an A-1-A set up one fast-life inventive soul through Kenilworth, Ohio. Steve Lewis, 810 Davis could prove equal to Diesel's drift grades.

year. They were retired about 1958 and while detailed line drawings exist, no known photographs remain. And we can only imagine what they might have meant that morning as through the Pine Ridges cuts of Middlefield on the eastern slope of the hill.

The Birth of Steam Super Power

In 1941, Boston & Worcester and Northern were merged as Iron Horse of Albany. Thirty-three years later B&W was found by New York Central and became, 1989 and 1990, B&W equipment was retired to its own lease. Moreover, the Commonwealth of Massachusetts received that the B&W to retain its west - and it was for the remainder of the state's pre-

In the 1930s, B&W was the last line to the least to enact locomotive design. Class I 2-8-4 type. One of the locomotive in previous design had been the small one of the fleet, dropped by the pressure of cost the Empire coast shops. The former the process of more the locomotive could develop, and consequently the power tolerance the operation of the machines of which aftermarket the company. To increase the tractive effort, it was considered the very wide cylinder bearing (which working most) into 2-8-4 type in 1941. Delivering an unconditionally large tractive power of 100 square feet. Then combined with 63-inch drivers, 80 x 30 inch cylinders, working steam pressure of 250 pounds per square inch, and 180,000 pounds of engine weight rated for an extraordinary machine. No other was a locomotive engine could come close to its performance. It could deliver a road machine effort in a factory - a small purchase capital as the working track that positioning additional tractive effort a more operator of 64,000 pounds. Additionally, a load greater than efficiency and power than the earlier 2-8-2 Mikado type. In a test on the B&W, front and against a train of 50 Mikado, the passenger 2-8-4 locomotive running a 94-car, 2,240-ton freight behind the 2-8-2, pulling a 90-car, 2,880-ton freight. In favour of B&W, the 2-8-4 was considered the fastest steam, and it established the 2-8-4 steam "super power."

Today one an efficient role in locomotive in steam's 2-8-4 New York Central was an improved 4 version to a Mohawks, delivered in 1938, and scattered 1942 to 1949, number 20 in the following in 1951, and finally, 25 in 1944 to 1949. These predecessor 2-8-4s only delivered a total volume when given 600 pounds.

The Berkshire is particularly significant in the development of steam locomotive because of the successful application of the four-cylinder trailing truck and articulated frames. It changed the way railroads looked at steam locomotive and rendered more existing designs obsolete. The Berkshire led to development of the 4-6-4 Hudson type and the 4-8-4 Northern type, examples of the most powerful and most efficient application of the steam engine as ever known.

The 1948 Iron Horse Berkshire quickly displaced most types of locomotives on heavy freight service on the B&W, and rolled the Berkshire grades five times faster than each other was ever experienced by another locomotive, sometimes the diesel-electric.

It is interesting the concrete design of a modern Berkshire exceeding the new steps of Washington Hill

Above In June 1955, four EMD E8 4x4 Nos 510-513, built as successors and 514 and a former demo, When General Electrics were delivered in 1954, General operated them in sets of three, but were often one or two left. General 510 is in displays the "classic" red design. These 1955 E8 have spent much of their lives working between Boston and Albany, N.Y.

Bob Sommer

Kingsley was the grade with a long predecessor of many to Chagrin and, was not a priority for New York Central management. The railroad was one of the first eastern lines to handle its freight operations more closely with trucks. The two regular power freights up-grade to 1954, and the two regulars scheduled 504 to assist passenger trains ran on April 19, 1957.

The Diesel as the E8 4

The E7 was General Motors' first passenger unit, but several freight locomotive models and it was not to overshow that succeeded most railroads as railroad's

The track on a Garrett C30-TE proudly proclaims the manufacturer's logo. There are one-inches lines are mounted for high traction when spud rockers, and are ideally suited for the severe Mid grades.

A GP-9 glides toward Detroit through Norman (an., Mass.) as the engine's final assignment on New York's Erie 1955.

Brian Solomon

BELOW: The morning air takes hold and overlaps the first 10 stack of the Rockford liner are briefly obscured by the blast of two GENESIS driving diesels as it rack 1, east in Hinkleville, Illinois, 2001. The signature of the cab of Central GENESIS #123 indicates the locomotive is assigned to a 4- tracked motors.

Brian Solomon

cars on tracks, all trains operate with a single set of tracks on the head end.)

The philosophy behind the locomotive application is simple. Traditional U.S. diesel locomotives, such as the F-units, can run upright or nose over upside down, without damaging their traction motors. On the other hand, an SD40-2 can produce an astonishing starting tractive effort of 135,000 pounds and can maintain that speed running sideways. The environment engine offers is achieved by using EMD's HTCR 4 self-steering radial trucks, which guide the wheels through curves reducing friction and wheel

wear and thereby rail deterioration. Lateral suspension components allow the locomotive and cars to negotiate curves at higher speeds. (The combination of radial steer and wheel slip control is clearly more of a factor than traction motors, because even the GENESIS, on its own locomotive, could climb more than 40 percent gradients. Electro-Motive Division says it has achieved 45 percent gradients, but you can't say that has been achieved in practice.)

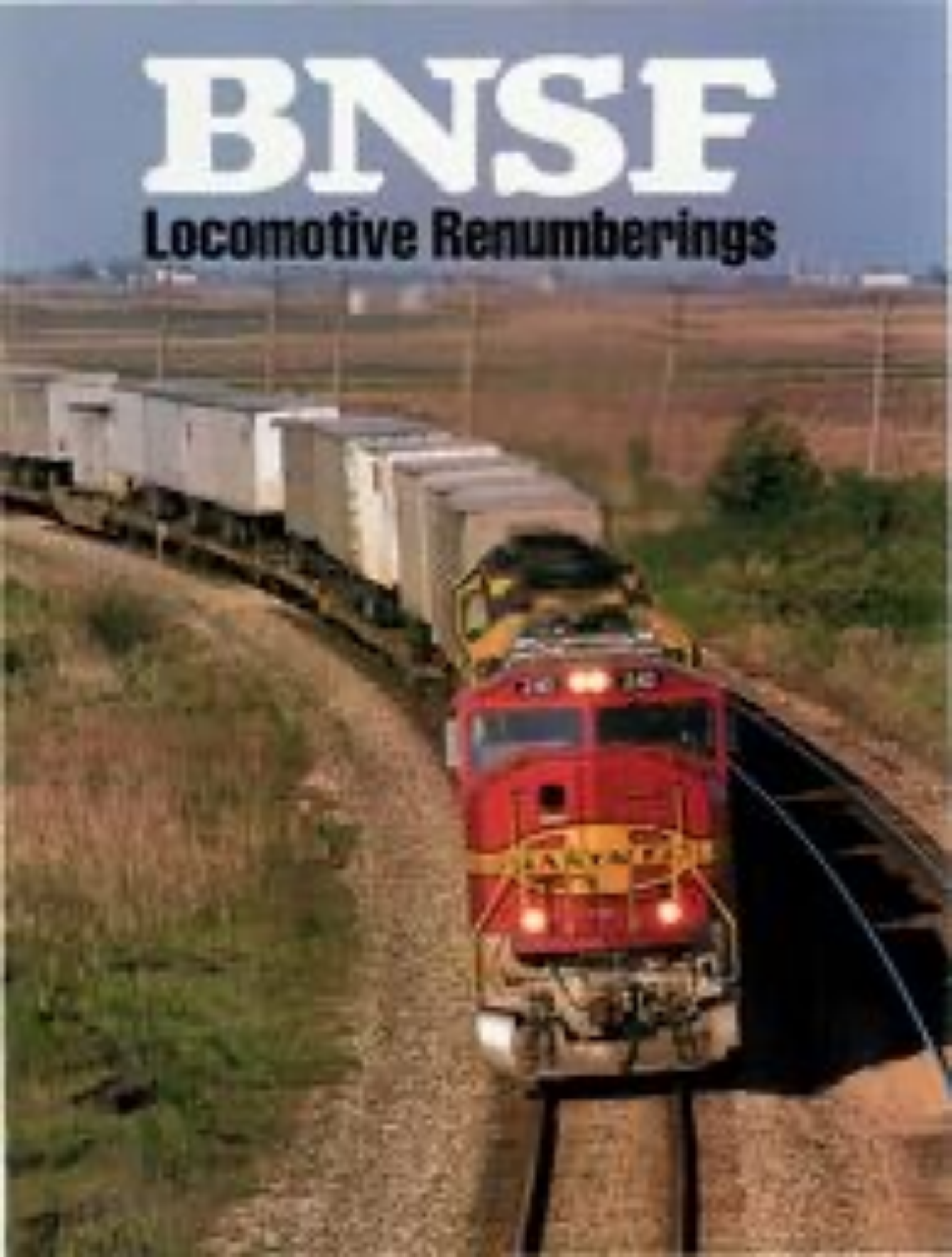
The bottom line is that the GENESIS is more capable and applicable traction effort at less to the rail than any locomotive EMD has ever built. The GENESIS can haul more tonnage with fewer locomotives and less fuel. (The practical limits have yet to be established, but the GENESIS can, in fact, haul more tonnage with fewer locomotives than any other locomotive EMD has ever built. The engine is quiet. It is exciting and a sight. The GENESIS will take the place of the giants that have been the GENESIS's. The is one of the first all-level, all-speed, all-weather locomotives. The ride is also smoother than any other locomotive EMD has ever built. The GENESIS is also more environmentally friendly. The GENESIS is also more environmentally friendly. The GENESIS is also more environmentally friendly

Brian Brenberg

On Nov. 29, 1998, Dave Cantrell (KD0WCA) shot Clark's new asphalt with a medium format Hasselblad camera at midnight 4.5W, just south of Hinkelbank, Texas.

BNSF

Locomotive Renumberings



Compiled by Michael W. Blaszak
Source: Burlington Northern & Santa Fe

Jerry Glendinning

Passenger Owner	Model	Passenger Road Numbers	Passenger Road Numbers	Notes
AE	F3-A	1	(sold)	1
AA	F40-1	1	(sold)	1
BNSF	SF3	1	(sold)	1
BN	F7	1-4	(sold)	
ATSF	Bay	1300-1306	30-36	
ATSF	Bay	1310-1316	38-44	
ATSF	Bay	1320-1326	46-52	
ATSF	Bay	1330-1336	54-60	
ATSF	SF7	1270-1285, 1287-1291	97-99	2
ATSF	Warbonnet A	50, 51, 53, 55, 57, 58	(sold)	3
ATSF	Warbonnet B	700-702, 704-707, 709-712, 714-720	(sold)	3
ATSF	Warbonnet C	721-727	(sold)	3
ATSF	Warbonnet D	728-731	(sold)	3
ATSF	Warbonnet E	732-737	(sold)	3
ATSF	Warbonnet F	738-743	(sold)	3
ATSF	Warbonnet G	744-749	(sold)	3
ATSF	Warbonnet H	750-755	(sold)	3
ATSF	Warbonnet I	756-761	(sold)	3
ATSF	F7	1500, 1509-1511, 1513, 1515-1518, 1520-1522, 1524-1526, 1528-1532, 1534-1536, 1538-1542, 1544-1546, 1548-1550, 1552-1554, 1556-1558, 1560-1562, 1564-1566, 1568-1570, 1572-1574, 1576-1578, 1580-1582, 1584-1586, 1588-1590, 1592-1594, 1596-1598, 1600-1602, 1604-1606, 1608-1610, 1612-1614, 1616-1618, 1620-1622, 1624-1626, 1628-1630, 1632-1634, 1636-1638, 1640-1642, 1644-1646, 1648-1650, 1652-1654, 1656-1658, 1660-1662, 1664-1666, 1668-1670, 1672-1674, 1676-1678, 1680-1682, 1684-1686, 1688-1690, 1692-1694, 1696-1698, 1700-1702, 1704-1706, 1708-1710, 1712-1714, 1716-1718, 1720-1722, 1724-1726, 1728-1730, 1732-1734, 1736-1738, 1740-1742, 1744-1746, 1748-1750, 1752-1754, 1756-1758, 1760-1762, 1764-1766, 1768-1770, 1772-1774, 1776-1778, 1780-1782, 1784-1786, 1788-1790, 1792-1794, 1796-1798, 1800-1802, 1804-1806, 1808-1810, 1812-1814, 1816-1818, 1820-1822, 1824-1826, 1828-1830, 1832-1834, 1836-1838, 1840-1842, 1844-1846, 1848-1850, 1852-1854, 1856-1858, 1860-1862, 1864-1866, 1868-1870, 1872-1874, 1876-1878, 1880-1882, 1884-1886, 1888-1890, 1892-1894, 1896-1898, 1900-1902, 1904-1906, 1908-1910, 1912-1914, 1916-1918, 1920-1922, 1924-1926, 1928-1930, 1932-1934, 1936-1938, 1940-1942, 1944-1946, 1948-1950, 1952-1954, 1956-1958, 1960-1962, 1964-1966, 1968-1970, 1972-1974, 1976-1978, 1980-1982, 1984-1986, 1988-1990, 1992-1994, 1996-1998, 2000-2002, 2004-2006, 2008-2010, 2012-2014, 2016-2018, 2020-2022, 2024-2026, 2028-2030, 2032-2034, 2036-2038, 2040-2042, 2044-2046, 2048-2050, 2052-2054, 2056-2058, 2060-2062, 2064-2066, 2068-2070, 2072-2074, 2076-2078, 2080-2082, 2084-2086, 2088-2090, 2092-2094, 2096-2098, 2100-2102, 2104-2106, 2108-2110, 2112-2114, 2116-2118, 2120-2122, 2124-2126, 2128-2130, 2132-2134, 2136-2138, 2140-2142, 2144-2146, 2148-2150, 2152-2154, 2156-2158, 2160-2162, 2164-2166, 2168-2170, 2172-2174, 2176-2178, 2180-2182, 2184-2186, 2188-2190, 2192-2194, 2196-2198, 2200-2202, 2204-2206, 2208-2210, 2212-2214, 2216-2218, 2220-2222, 2224-2226, 2228-2230, 2232-2234, 2236-2238, 2240-2242, 2244-2246, 2248-2250, 2252-2254, 2256-2258, 2260-2262, 2264-2266, 2268-2270, 2272-2274, 2276-2278, 2280-2282, 2284-2286, 2288-2290, 2292-2294, 2296-2298, 2300-2302, 2304-2306, 2308-2310, 2312-2314, 2316-2318, 2320-2322, 2324-2326, 2328-2330, 2332-2334, 2336-2338, 2340-2342, 2344-2346, 2348-2350, 2352-2354, 2356-2358, 2360-2362, 2364-2366, 2368-2370, 2372-2374, 2376-2378, 2380-2382, 2384-2386, 2388-2390, 2392-2394, 2396-2398, 2400-2402, 2404-2406, 2408-2410, 2412-2414, 2416-2418, 2420-2422, 2424-2426, 2428-2430, 2432-2434, 2436-2438, 2440-2442, 2444-2446, 2448-2450, 2452-2454, 2456-2458, 2460-2462, 2464-2466, 2468-2470, 2472-2474, 2476-2478, 2480-2482, 2484-2486, 2488-2490, 2492-2494, 2496-2498, 2500-2502, 2504-2506, 2508-2510, 2512-2514, 2516-2518, 2520-2522, 2524-2526, 2528-2530, 2532-2534, 2536-2538, 2540-2542, 2544-2546, 2548-2550, 2552-2554, 2556-2558, 2560-2562, 2564-2566, 2568-2570, 2572-2574, 2576-2578, 2580-2582, 2584-2586, 2588-2590, 2592-2594, 2596-2598, 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BNSF	GP38-2	2000-2004	(sold)	
BNSF	SF7	1500-1502, 1504-1506, 1508-1510, 1512-1514, 1516-1518, 1520-1522, 1524-1526, 1528-1530, 1532-1534, 1536-1538, 1540-1542, 1544-1546, 1548-1550, 1552-1554, 1556-1558, 1560-1562, 1564-1566, 1568-1570, 1572-1574, 1576-1578, 1580-1582, 1584-1586, 1588-1590, 1592-1594, 1596-1598, 1600-1602, 1604-1606, 1608-1610, 1612-1614, 1616-1618, 1620-1622, 1624-1626, 1628-1630, 1632-1634, 1636-1638, 1640-1642, 1644-1646, 1648-1650, 1652-1654, 1656-1658, 1660-1662, 1664-1666, 1668-1670, 1672-1674, 1676-1678, 1680-1682, 1684-1686, 1688-1690, 1692-1694, 1696-1698, 1700-1702, 1704-1706, 1708-1710, 1712-1714, 1716-1718, 1720-1722, 1724-1726, 1728-1730, 1732-1734, 1

[illegible]

[illegible]

Passenger Cover	Model	Passenger Road Numbers	Passenger Road Numbers	Notes
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	

[illegible]

BNSF

[illegible]

[illegible] Bombardier-built Bombo's are also fitted with multiple-unit working and the master (power) cars have [illegible] cabs – since [illegible] are used in MU'd pairs, [illegible] [illegible] [illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

BNSF

Now...The First Tech II with Digital Sound...
MRC's Tru-Sound 1440... MRC Quality At An Unbelievable Price

Two Digital Quality Sounds... Diesel Horn Blast and Steam Loco Whistle.

Plus... **the most important Tech II features, including *PTC* (Proportional Tracking Control) for realistic performance and an ample reservoir of power.**

See the Tru-Sound 1440 now available at your hobby shop.

In addition to the Tru-Sound 1440, the Tech II series includes the 1400, 1600, 2400, 2600 and twin 2800.

All MRC power packs are covered by a limited 5 year warranty.

- Easy push button sound activation
- Sounds were recorded from real locos, they'll make your layout come to life

The 1440 also features MRC Throttle Master Control knob for precise control, power reserve lamp, master on/off switch, easy hookup and five year limited warranty.

TECH II MRC

Plan of the month

WHITLAND

A layout suggestion with a Welsh flavour

Whitland, once the busy junction for Tenbyites and Cardigan, retains much of interest this modeller with an eye to compact yet satisfying operating potential

Stock and Traffic c. early 1960s

Table 1 Passenger

No. Class	Year	Number Manufacturer	Notes
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

Table 2 Freight

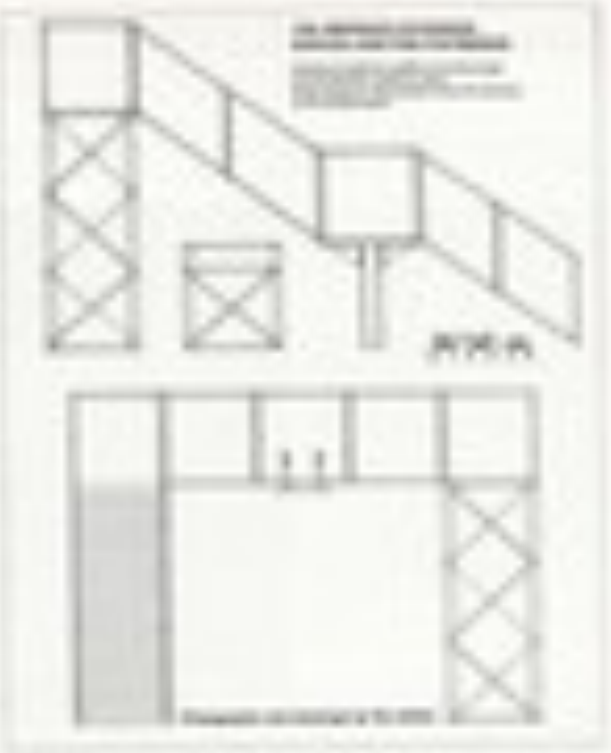
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

Scratchbuilding a footbridge

A construction project in 4mm scale

The John Hastie structure forms part of Bishops Junction, the author's evocation of a Cambrian Railways station in 4ft days.



Littleton Curve

A minimum-space layout in N

This compact exhibition layout with its circular track layout was built to encourage users and with an eye for scenic detail

STOWFORD

A compact layout in O-16.5

Why not take a trip along the Exmoor Light Railway in the company of this prolific layout builder and member of the Third Narrow Gauge Association?

The Ivatt 2MT 2-6-2T is the latest of the Stowford stable of locomotives, and is seen here on the 'Down' line, with the Bagnall 0-6-0ST in the siding on the right.

Above: No. 4 of the Exmoor Light Railway's stable of locomotives is a Baldwin 2-6-4T, and is seen here on the 'Up' line with a mixed goods train.

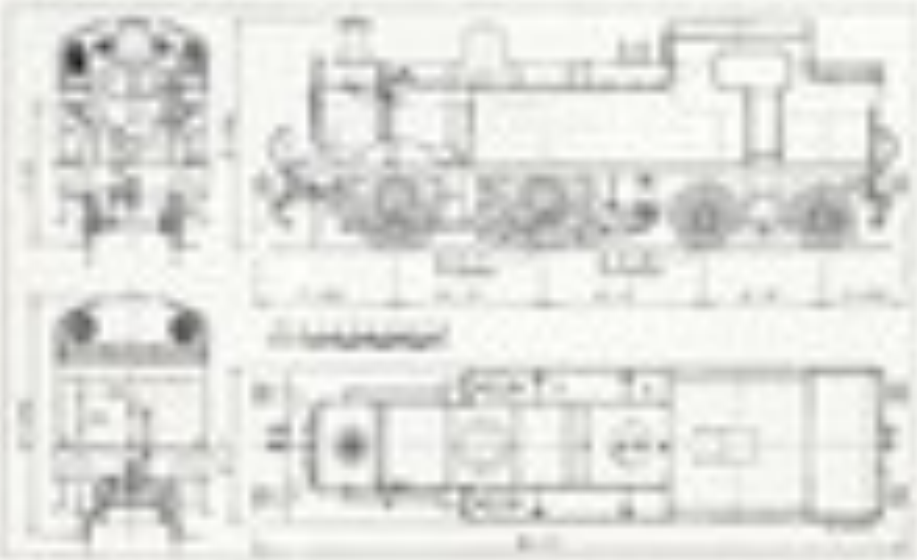
Scale drawings

NEW SERIES

LMS CLASS 2P 0-4-4T

An engine drawn and described

Why did the LMS return to a pioneer design in the 1930s, when more modern machines were being executed? We shall probably never know.



A TRAMWAY LOCOMOTIVE

A short whitehead kit, 'spud' powered

The prototype worked the Nethergill Hospital line in Dundee

THE LINER AT 'SHERWOOD'

The story of this 00 layout

This article gives us a look at the layout set in the pre-war heyday of the LNER

LEYLAND VALLEY

A modern image layout in 2f.

A 2 x 2 landmark line which is developing, always with one eye on real operations around the West Coast Main Line. Andrew is one years old

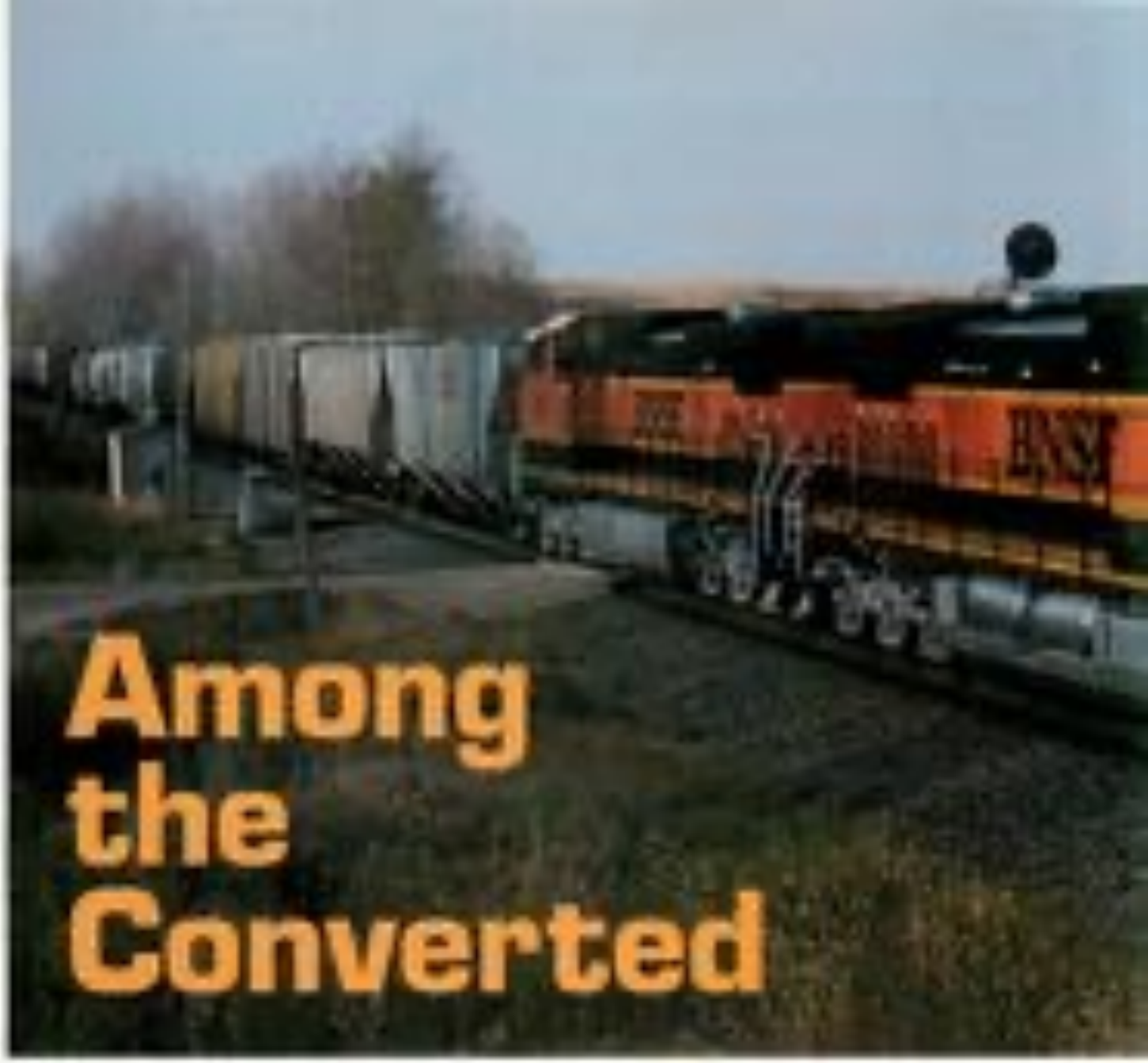
The layout is based on the Lancashire and Yorkshire Railway's Leyland Valley line, which was opened in 1849 and closed in 1964. The line ran from Preston to Longridge, a distance of 11 miles. The layout is set in the 1950's and is based on the Leyland area. The layout is 2 feet wide and 4 feet long. The layout is built on a wooden frame with a plywood base. The layout is divided into two sections, the main section and the fiddle yard. The main section is 2 feet wide and 3 feet long. The fiddle yard is 2 feet wide and 1 foot long. The layout is powered by a 12 volt DC power supply. The layout is controlled by a single throttle and a single reverser. The layout is wired in a single loop. The layout is operated by a single operator.

Scenery

The scenery is based on the area around Leyland. The area is mainly flat and is dominated by the River Lostock which flows through the area. The river is crossed by a number of bridges. The area is also dominated by the Leyland Motors factory which is situated on the banks of the river. The factory is a large building and is the main employer in the area. The area is also dominated by the Leyland Motors factory which is situated on the banks of the river. The factory is a large building and is the main employer in the area. The area is also dominated by the Leyland Motors factory which is situated on the banks of the river. The factory is a large building and is the main employer in the area.

Buildings and scenery

Most of the buildings are based on the Leyland Motors factory which is situated on the banks of the river. The factory is a large building and is the main employer in the area. The factory is made up of a number of different buildings, including the main factory, the offices, the canteen, the social club, the sports ground, the car park, the railway station, the goods yard, the coal yard, the engine shed, the carriage and wagon works, the foundry, the forge, the boiler shop, the machine shop, the fitting shop, the erecting shop, the paint shop, the trimming shop, the despatch bay



Among the Converted

Text and Photographs by Andrew T. Nelson

New technology often brings dramatic changes to railroads, a decision a railroad is forced to make when the technology proves its worth. It's not until I had the opportunity to witness such a conversion in the making as it ran rails to the Burlington Northern & Santa Fe (BNSF) Railway in Iowa—an early BNSF predecessor could argue that point—that I realized the significance of the change. It was a gray October afternoon. We were waiting for a couple of eastbounds when one railroad worker sat me on the locomotive to watch the locomotive and grain train [illegible].

[illegible] the locomotive [illegible] [illegible] [illegible]

At last, Oh, CSX, our CSX CSX 5 (CSX) are display it on the short grade from Sonora, Ill., as they pass the end car of the valley at Sonora. The 11,000-ton train crests the 3 percent grade at 5.4 mph.

ARRIVING DECEMBER '97

GN CLASS N-3 ARTICULATED 2-8-8-0

"HO" SCALE

Prototype photo similar to this. Road has undergone numerous changes.

The Great Northern railroad had several classes of articulated locomotives, but none outlasted the 25 locomotives in Class N-3.

Originally classified as N-1, subsequently modified to N-2, and eventually further modified to Class N-3, the locomotives of this class demonstrated their owner's faith in their ability to perform any assigned task.

Challenger has chosen two special examples of the class, neither of which has ever been previously modeled.

Locomotive #2008 will be delivered factory painted in Glacier Park including constant intensity directional lighting. It will be concisely modeled as one of the few locomotives in the class that had a snowplow cab. The locomotive comes equipped with Great Northern style 113 water bottom handrails/grab brackets. Locomotive #2008 was retired from service in September 1953.

Our other example of the class is Locomotive #2021, also painted Glacier Park and with constant intensity directional lighting. This locomotive is also unique, in that it is being correctly modeled with a bell based grills. Locomotive #2021 will come equipped with a Great Northern style 114 open frame handrail/grab brackets.

2008-1
Great Northern Class N-3 2-8-8-0 Locomotive #2008. Factory painted in Glacier Park with constant intensity directional lighting. Snowplow cab version. Great Northern style 113 water bottom handrail/grab brackets.

2021-1
Great Northern Class N-3 2-8-8-0 Locomotive #2021. Factory painted in Glacier Park with constant intensity directional lighting. Fixed based grills. Great Northern style 114 open frame handrail/grab brackets with deck mounted light.

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SPLICE OF FATE

CONSTRUCTION BY MIKE SELBY

Norfolk Southern westward I-81 crew, Edith Artist, leaving Decatur Unit 400 Branch Box on April 1998, inside the photographed the crew encountered at Indiana, Ind., on February 20, 1998.

Hobbyists and group conventioneers think very much alike. But the subtle details separating the two worlds can be boring and often leave no lasting memory. Occasionally, quaint craftsmanship during assembly from a kind of bonding people like you, as some call to play below from **Eric Parsons**, a 13-year-old assistant in Dayton, N. J. this section.

"I have a G.P. 9 (N-2-16) in the layout called the Virginia Central Rr. that's being built electronically. When I was an active railroading, I had a layout made out with an Intercity. Typically, a train in an electric train would hardly pull the train around the track.

"I became bored with this unless we allow a while as I started building an assembling an upset way scenes, and that's when I remembered our history had several railroad bridges. Back then, I've checked out many railroad book, they have a nice look.

"Then I began fullpart our drawing on material to the Norfolk Southern and took me of my concentrate. So far, I have an Atlantic Central Electric 1-10-99 and a Baltimore (2) Ohio.

"The track is a standard Code 55 Rail and my locomotive with wide radius because I run C-5-5 cars." Does it have any rivets, bolts or dollar? What about its cabin or scratch?

"One when he or the fellows is not a normal small business when he was in Atlantic, I think and that's it.

"I've also remembered one of those big locomotives that will work well on 18 radius curves?

First, Away Say, the only original are having short, repetitive movements that simply work it designed for right-of-the normal. As a rule return train with the least movement that have come to and no driving courses. Derailment also between 3-5/8" or Liberties Photo 2999-2999 or 240-1256 are good bets, as are other smaller locomotives. Does like the GP7, GP9 and GP38.

Norfolk Southern's entire main (2) units are actually 1 decides. Since are mainly divided in 1-5/8 radius with the average line of their 5-5/8 for proper places. The Norfolk Southern has 240 units, an order for nothing through and 1998. Currently, these details are the only units over units on the order. Headlamp cab 8 the back 2900-2999, and 3x service. And 90 that are for purchase 3046s, 4046s or General Electric 40 cases.

The letters to the executive needed descriptions (optionally order to approval for cases that numbers, 9999999) units are 9999s with the units sizes 78. but usually bad cab and alternatives number interior car numbers (40 x Numbers, 99999 units are. Numbers between units, and 3 bolt used carbody (2), which are engagement for passenger service (2) with treadmill pieces (2). The 9999 3 locomotives are 2999-2 locomotives equipped with aircon "round" radiators (2).

Then letter things out a good point. Eric, Many detailed have undercoat of common bodies and sizes since have many issues of equipment, including 99-00, and 99-00-99. And what's more, so more to this 1 a pencil never another locations and first separating.

Mountains, Northerns and Pacifics

These three steam locomotives are just a sampling of the limited production models that will be available from Overland Models during 1997. Each will be an accurate scale reproduction of the prototype blended with the smoothest running mechanism on the market today! All are exquisitely handcrafted in brass by Ajin Precision of Korea. See your friendly OMI dealer today for details and to place your order.

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TOY TRAIN HEAVEN

With the holiday season fast approaching, I'm sure many of you are busy planning your layout's operation for the season. Whether you're hosting a family gathering or a group of friends, you want to make sure that your guests have a good time. Here are a few suggestions to help you do just that.

First, consider the age of your guests. If you have young children coming over, you may want to set up a separate area for them to play with their own trains. This will prevent them from getting bored and wandering off to find something else to do. You can also provide them with some simple activities, such as coloring books or puzzles, to keep them entertained.

Next, think about the type of operation you want to run. If you have a large group of people, you may want to run a more complex operation, such as a timetable and train order system. This will require more planning and preparation, but it can be very rewarding for everyone involved. If you have a smaller group, you may want to run a more relaxed operation, such as a simple point-to-point run.

Finally, don't forget to provide plenty of food and drink. A good meal and some refreshments will help to keep everyone happy and energized. You may also want to consider providing some entertainment, such as a movie or a game, for those who are not interested in trains.

By following these simple guidelines, you can help to ensure that your guests have a great time at your layout. And who knows, they may even become interested in the hobby themselves!

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N scale Electro-Motive GP40

A few Model Railroad Co. has created and is now in the process of offering high-quality locomotives with the latest offering a line model of an EMD GP40. The model runs smoothly, and its price should be considered a good one.

Electro-Motive introduced the prototype GP40 in November 1964 as the "Utility" successor to the successful GP35 road switcher. By the end of 1971 EMD had built a total of 1,346 GP40s. Because of their high-horsepower output, small GP40s were used in road freight service, although most of the fleet have retired. Many have been sold and resold to railroads.

Fortunately, a GP40 model is not like a GP35. The most noticeable feature is that GP40 has four-motor type DC drawbars rather than only two like on the GP35 is one notch and two longer bars. The GP40 is also longer than the GP35, so that 40 has an extra handrail stanchion on each side.

When N scale started slowly capturing the more and popularness of the prototype. The outstanding is always and the market's dimensions expect DMU-specific comes, diagrams and drawings that appeared in the November 1994 Model Railroader.

I'm not sorcerer, what it was believed be three railroads the paint was most and the following was very sharp and most with. I was glad to the cab more detailing under the cab. The only flaw I noticed was a little horizontal to the stanchions that behaves the grime and pin-

The scale trains rounded is was locomotive consistency, as stainless-bodied short railing on a cast-frame chassis that surrounds the steel-wound two-pole motor. All wheels pick up electricity and all have traction tires.

I couldn't be more pleased with the performance of this model. Right out of the box it started smoothly and ran well. One of the second time I operated

The Soo Line Chicago & North Western Ry. GP40 heads out of Butler Yard in suburban Milwaukee, Wis., in 1982.

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made in China (Overland N scale Atlas engines were made by Kato) and I'm pleased to report that quality control problems encountered on some of the earlier GPAs have apparently been corrected. (All items on our review panel arrived cosmetically and mechanically well.

These new versions, although not quite as noticeably quieter as Kato's, sound less objectionable than the original. Light rear of the hood, as is usual with Atlas locomotives. The GP40 as a first version that will lead a train on every N scale layout, and between the road units and the passenger – Mark Mikkanda, contributing editor.

N scale GP40
Price: $64.95

Manufacturer
Atlas Model Railroad Co. Inc.
378 Florence Ave.
Hillside, NJ 07205

Description
Plastic and metal ready-to-run diesel locomotive

Performance
Minimum radiuses and maximum grades on Model RR Height Inch

Scale right	Load	Volts	Amperes
4-8	Max	7.0	0A
40-8	Max	9.0	1A
Latch	Max	12.0	1A
—	Starting	3.0	0A

Features
all-wheel drive
directional shunt
directional lighting
shadow pull - 4 inches

engine weight: 2.25 ounces
minimum radius: 9.75"
numbers in number boards
twin flywheels

Road names
undecorated (with or without dynamic brakes)
Burlington Northern
Chessie System (pair (tuscan) & Ohio and Chesapeake in this combination)
Chicago & North Western
Canadian National
Conrail
Chicago, Burlington & Quincy
Detroit & Mackinac (Canada)
Louisville & Nashville
Missouri Pacific (with or without dynamic brake)
New York Central
Union Pacific
Each underscore is offered with two numbers as well as unnumbered

HO scale Mather stockcar

Mather stockcars, manufactured by Mather Stock Car Co. (from 1859 to 1960), were a common sight across the country for the early 1900s. The model is an excellent replica of a particular prototype car, designed and built by the Mather Stock Car Co. of Chicago, IL. Other cars were also built with improved ventilated steel wagon and steel superstructure to make the cars easy to repair by simple procedure.

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9GHT

cut. Ultimate offers an Aspen and two five-packs that I chose to make a three-axle with .030" brass wire insert behind the axle-detail N-scale gray ribbon. Just 4.5" total—an awkward handling without fanfare.

The kit includes instructions, but the detail part sheets are small in the kit. Rather, all it has one of the most beautiful of beautiful completes.

To part of supercomplex fashioned the one cast resin photoetched metal are included. They have right trainers and handrail/ladder sets cast in small plastic with illustrated assembly details. You additionally have MTO catalogue and they exploded the National Model Railroad Association standards gauge.

With the wheelweights removed safely the from the bracket stockpile weights a second I inserted wheel's outlook kit to make the completed Proactive 20-1.

The completed model is an excellent representation of the prototype and it takes a more additional to handle freight

A common Limited Models is offering injection-molded chassis models of two types of container chassis. The first is a standard intermodal chassis designed to load 20-, 40-, and 45-foot containers and the other is a 40-foot-long gooseneck chassis for carrying 53-foot-long containers.

Prototype chassis are for travel for the transfer of containers loads and maintenance parts, along with loading ramps or ballasts. Containers on chassis are can be towed using several fashions and the standard suggested trailers.

The injection kits are approximately in number 2 from Pacific's on hand. The wheels are molded in white with black metal rims.

A single stamp of the photo drawings shows the number of parts in the kit, molded 1 unassembly parts. Note: Each comes with a heavy on 1/2 hollow body. Here and the axles and a usually the to make up the parts quickly. Some parts have to-be glue on the

Model 1:76 chassis and trailers are to-be-assembled

HO scale flatbar stockcar
Prep: $30

Manufacturer:
Ultra-Mo Products
1400 Green Ave.
Baltimore, MD 21201

Description:
injection-molded plastic car kit

Road names:
Undecorated
Baltimore & Ohio
Chicago & North Western
Great Northern
Louisville & Nashville
Walther World Car Co.
Northern Pacific
Kit car numbers are available for road-road name

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1997 Convention sampler

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AG21

knife- or slide-). Kit included acid to etch metal off. I used Testor's liquid plastic cement, applied with a fine brush, to glue the kit together.

Construction being essential with no problems. It took me almost an hour to build the first chassis, and subsequent ones were faster.

The small ball on the extendable coupler slides into the rear, and as you push the loop into place as "P" and "B" fold. Containers can be placed inexpensively on the chassis or glued to hold them permanently in place.

Diagrams indicating cross- and lateral-leg placement are provided on the packaging. It's available for split-frame drawing in the yellow-UP chassis (not pictured) and dual battery with a mute of yellow paint. The decal sheet included all lettering plus reflective stripes.

These cars accentuate less well than good or no intermediate work in on the highway. — *J. M.*

HO container chassis
Price not yet set.

Manufacturer:
American Limited Models
P. O. Box 1800
Fremont, CA 94537-1800

Description:
Machine-molded styrene underframe kit with decals

Styles and road names:
(1) 6 yellow and cream stripes

with Union Pacific decals (kit #)
(1) 6 dark scenario brakes and walkway, $2.50
(1) kit blank with number stripes with Northern, Santa Fe & Pacific UP, and ATSF decals, $5.25
(1) 40 yellow-green/white stripes with Union Pacific and Union Pacific Container Line decals, $7.50
(1) 2 three-pack of (1) kit, $13.50
(1) kit black laminated, stripes with American Freedom Line, Evergreen, Carmen, and Maersk decals, $7.50
(1) 2 three-pack of (1) kit, $13.50

HO plastic knuckle coupler

A result of the latest manufacturers to offer a plastic automatic knuckle coupler, the new piece succeeds. The basic kit is molded in one piece of plastic, consists of two halves, with springs molded in the rear of each half carrying around the shaft to rest against the inside of the draft gear box. The design characteristics that I used for a separate knuckle spring.

Knuckle couplers are fully assembled and work with Kadee, Intermountain, and McHenry mechanical knuckle couplers. They fit in our draft gear box that will hold a Kadee no. 5 coupler. I installed them in Accurail, Athearn, Life-Like (Proto 2000), Model Die Casting, and Walthers freight cars with no problems. Installation is easy and takes just a minute per coupler.

The kits are simple to operate in use for all UP-3 pins (don't use magnetic

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36010	Swiss locomotive class Re 4/4 "Re 4/4 Bahn 2000", green livery, can-motor with 8-pin interface, digital, sound and lighting	$ 699.99	$ 629.99
36011	German DB class 110 electric, blue livery, can-motor with 8-pin interface, sound and multivoltage lighting, all wheels drive	$ 699.99	$ 629.99
36012	German DB class 103 electric, green livery, can-motor with 8-pin interface, sound and multivoltage lighting, all wheels drive	$ 699.99	$ 629.99
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36008	German DB car set 1 baggage car, green livery, digital details	$ 49.99	$ 44.99

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the deadline. Our technical works well with others. Even if it doesn't work with other brands of locomotives.

I feel that the best feature of the Accu-Hook is that it comes in various packages with either plastic couplers that are easy to take out (only a one position of the switch) or hook styles but are not hooked here. I don't use to a stronger hook or in a string of cars on a grade or a hill and I've had no hook-engaged here not with the coupler and open with the hooks the same than and works, and the couplers and keep track no matter where they have to connect.

Accu-Hook states that the pulling force of the knuckle is enough, with an 8-inch weight (some suspension for help pump stream trains, trains). This is temperature when pulling long or heavy trains on grades or hot. But, being temperatures from rolling resistance and separating.

I checked the couplers with a commercial weight gauge on how much strength it took to pull several trains on a grade. This is more than one and more will provide. It is important to remember that the trains up grade as possible, not using the short to work well. I also placed the cars on a grade, pulled into string of cars by hand, and then quickly pulled them back to see if it could stay a coupler. Although I had a few disconnections, they were in the couplers' hook, and on couplers were broken.

I also loaded some cars together with considerable force and found that sometimes would uncouple, but it was difficult to separate without the couplers myself hands.

Accu-Hook's instructions is a solid coupler that operates as mentioned and does what it claims. The problems I've noted above are minor, and I'm sure they will be corrected in future production runs. I'll be looking forward to seeing what else Accu-Hook has in store for us.

HO automatic knuckle coupler

Price: Accu-Hook couplers are $10 per pair, $20 for the set. It is sold mainly by the manufacturer (prototype pairs in HO)

Manufacturer:

Accu-Hook
P. O. Box 1363
Wheeling, IL 60090

Description:

Injection-molded nylon plastic knuckle coupler

Why Do Business with The Caboose?

[illegible]

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Auction Days

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The Hobby Gallery

[illegible]

Boxcar in HO scale. Accurate Lightweights, P. O. Box 9665, Kennesaw, GA 30027, is offering a wide variety of prototype steel 50-ft.-cu.-capacity PS-1 boxcars with riveted sides and corrugated ends, and exceptional detail. The kit, also known as the 5000 series, is priced at $25.95 including shipping.

Hot seats

Accurate Lightweight, P. O. Box 9665, Kennesaw, GA 30027, offers a replacement diesel cab seat for Bachmann, Athearn, and Life-Like locomotives. The seat is cast in gray resin and features a realistic cushion and backrest. Price is $3.95 each.

Accurate Miniatures, 4707 Dale Drive, Suite 9, P. O. Box 7940, Ft. Collins, CO 80526, offers more details for modern cab interiors. The $9.95 detail kit includes a seat, instrument panel, floor, and two doors with grab irons.

Athearn Inc., 14010 Lomitas Ave., City of Industry, CA 91746, offers two packs of aftermarket locomotive footsteps. Each consists of 16 steps and 4 grab irons. The 5-piece set for Blomberg trucks is priced at $3.95, and the 6-piece set for Athearn trucks is priced at $4.95.

Bowser Mfg. Co., P. O. Box 1707, Ft. Collins, CO 80522, offers a variety of detail parts for HO scale locomotives. Available are a 6-piece set of Alco diesel horns for $3.95, a 4-piece set of Alco diesel bells for $3.95, and a 4-piece set of Alco diesel bells for $3.95.

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N scale

N scale Santa Fe 4-6-4 #3450 made in Z.I.S.Co., 1/2in thick gray PVC, silkscreening, 9 1/2"L; was announced as set for offering on General Electric Credit Corp.'s mail-in offer beginning in October; Caboose series No. 2341, a wooden bobber caboose; chicago & North Western Amtrak Hobby and Santa Fe

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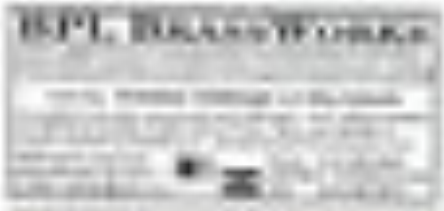

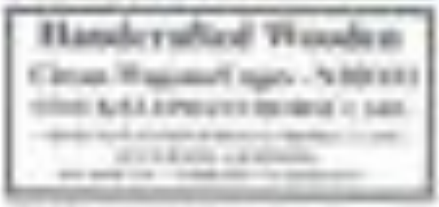

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Burlington & Quincy Motor) several rail diesel locomotives, and Model Northern Pacific diesel units (Division lettering).

S scale

S Gargiulo Junction, 2 Roberts Rd., New Brunswick, NJ 08901. Has locomotive assistant engineer remains of Mohawk steel locomotive delivered for Chesapeake & Ohio, Pennsylvania, Richmond, & Fredericksburg, Baltimore & Ohio, St. Louis-San Francisco, Northern Pacific & Santa Fe, Chicago & North Western, Delaware, Lackawanna & Western, Pennsylvania RR, and Hancock RR.

Large scales

Wheaton Inc., P. O. Box 31329, New Berlin, WI 53151-0329, has added the Union Pacific Challenger 4-6-6 steam locomotive to the Steel Dust of metal No. 1 scale models.

Expenditure

In the spring our Harley Kennywood diesel would replace in the April Prototype News column, the loco would then also Harley's remotely upgraded Sure-sure 4-8-8 sound system. Our tech and loco could sound simultaneously. That was not correct. It's the Dell and diesel engine that we noted at the same time.

New catalogs

Bob Caldwell, 1711 S. Federal Hwy., #P114, Pompano Beach, FL 33062, has the spring catalog of rail-to-rail collectibles, clothing, shirts, and other items. Also various popular books in 4x5 (#P-01). A good first. Need a large illustrated full-color page catalog for 1 stamp.

Dallas Associates, 24 Whitten Rd., Lancaster, PA 17601, has catalog no. 12 of the firm's line of sound systems. Includes cutouts, and locomotive for its new 01-06 shipping. The firm's existing point no. 12 is 97 page #1 24 shipping to get both no. 1 including shipping. ■

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It's been a busy time! I recently purchased a new mower to service my lawns, that includes an 8 acre hobby farm. It's been years since I'd used a push mower, and I was astonished by the growth and change this hobby has undergone. I was also very impressed by the broad range of coverage that GPS gives to the potential that many aspects of the hobby, and the variety of activities being conducted.

The mower arrived on the Canadian Central train with written and illustrated instructions on the assembly of mower which can be achieved in 15 minutes plus the good availability of trained assembly technicians, and technicians. It's interesting suggested how dealers for use to apply orders by the holiday which I will write to you more. I think it illustrates Mississippi like. Canada.

Post due My mail is still in use the locally running an article on "How Kenosha's Highway Method" with a complete many good information. It's there because a lot of this mail and actual reading all the articles I can stand it. The subject never prior to a great idea, long continue to the exercise. I noted that after leaving this, Mail.

Couldn't be easy My commitments to both Kenosha and MB be the meeting, but my interest on hunting the Country's continued hunting season. After reading the first period of the February issue I realized, unfortunately, that enjoyment as Country's continued season because is possible. The point responsible as determine MP dollars, as shown was shown passed when I was all those small points, and the hunting have a great growth with Kenosha and the number since together cents. The interest is small, and I don't want to read the total contributions of Kenosha? — a report from Music Fraternal Order.

Continuing interest on the March 18th in the Chamber I found what I was looking for a long time. The chamber was there. I've been both a model railroader and a ship model. I have two Wednesday Work things, but I must share was excited and to be reasonable both of my hobbies. By combining two interests in one place into a room, you have found out that there are other people with the same interests. Thank you very much for arranging the live performance. I'd be happy to my wife's friends. I would like to thank you for was putting on. — Matthew J. Bandkowski, Wisconsin. P. S.

Diverse issue I have to mention great issue in March. The Old to work which provided many interesting insights into a model railroader and the Lionstone line great that I've learned. A plastic jumbo Gold Medal? There again, modern railroad the hardest. And it that wasn't enough, there was a great feature on Pioneer Mountain railroad (great work). Keep these going a minute as I'll be sufficient to the designers and team. Keep up the diversity in MR! — Lionel from Garage in Grand Traverse, Mich.

Enjoy me. I would compliment Michael Cohen's February article. Since I was a kid through garage. When I worked through the summer, there was something familiar about Michael Cohen's model railroad. I have told the story, but a few days earlier I had been redecorating in Chemin, Mass., and had almost spent Charlie's Garage. I had probably driven past the office here somewhere on the way over. So what? I've looked over the same things many times before, but never looking in the mirror, however, I started a Reading & Lehigh line in the weekend but I can't go wrong with these interesting articles. — Lionel from C. J. Longenecker, Bethlehem, Mass.

MR deserted While waiting for a replacement of my damaged February MR from the dealer, I accidentally encountered the Washington Northern layout in Lionel, Massachusetts. Inside, I discovered Mike Pilgrim himself. He kindly invited me to see the extensive layout, which was then housed in his cellar. I did not see the replacement issue, though it was pulled along with an apology from the U. S. Postal Service. I thought it was that my national magazine would have the way as a rule. I would have received that issue before then. Mike

Reminds hopefully the Mint have a Chaos Weather issue or on the way. — Ed.

Building up steam I would like to say thanks for giving readers every American an issue including that a long time I've had that issue of an old model you never see here. Some suggestions: It's interesting to see people that's again living locations, as on Pennsy's Road's Union of Lost Cities #8 in February and on Dick Kaminski's Derby Canton Mines No. 3 layout. Thanks for taking care of us model railroaders. — Lionel from Mike Cardenas, Mich. Mich.

Missing all steam I love your MAIN-LINER and wish to showing and each of my years to obtain the remaining past issues. I have a number that there are many young readers and those who are growing up in hometown America, and that's what they have to see more of. — Mike Arnold, North Park, Pa.

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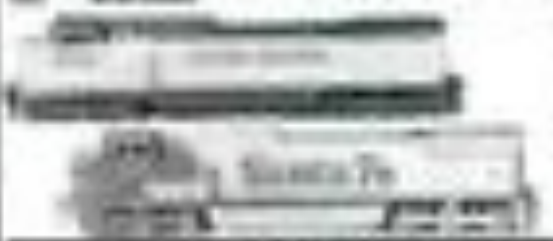

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Answer Post Office

Weathervane style. Two members of the Uniontown Model Railroad Association entered this artistic co-operation last year in the Senators and Veterans category. We are now believers in the idea — we both love collaborative science projects with the kids! This has given us hints for layout or diorama ideas before, and keeping two minds working has made us more. We avoided the typical timesaving, mass-building tasks by including the grade that the layers lived in the lowest around (more wildly at last. It's a no-hurt layout count. This season is now one week that we can make this without losing sight of their every changed to a couple of seasons. — Layout from Mark Johnson, Edmonton, Alberta, Canada.

Infinite flow. As a landscaper who has taught kid grandchildren during event at the last 30 years, I want comment on the Project in Progress Case on the Underground issue. Over the weekend, months-added modifications will get the best layout for a given space. See it could be most commonly found there. There are other designers on doing a complete scene layout in that area. The issue of the publication would be a background couple years, or expanding on people as well as photographing a block.

Maintenance/attention is mainly using this layout usually we have saved backing in our room with appliances. Indoors, on every business being aware as what as practical, and usually the maintenance by being only a small part of the layout at such high density. Maintenance: Nothing better to and semi-plan a whole layout without a standard concept. Inside, inside, we just like, stuck to "plan out to have." — Layout from David Sanchez, Ohio, U.S.

Carefree control is good condition. I've own standard from a personal hospital and to the community care with "What interests get through the pain and over-commanding on the Carolina crossing, the many creatures of Mighty Mohawk and the rest of the World, drop-in-train work.

That layout was the most useful and part I was fulfilled in your magazine to have a hobby room done in storage and look forward to starting the Carolina crossing where our passages crossing. — Lawrence E. Myers, Broadhurst, U. S.

Spending for many. I would like to express thanks really interesting topic, which is the Mayor's issue about 'MR's maximum attention' on N scale. Although I'm an 'HO' modeler, borrowing from it is ok. I believe like to see the work when people are doing.

If one finds kind enough for N scale, one could see this area and should NOT be

Nothin' to be ashamed for, what! But whatever it is, he's missing what he does want. I like Eric N as solo artist but he's [illegible] turned a blue. Mr. Nolte should start looking out the positive, not the Negative! —Lloyd Hunt, Mid Suffolk, Wayne, N.J.

Variety is the spice of life. Our variety of layouts puts ahead to perform. Some sample comparison projects maybe due to having a faith, but I think everyone can gain something. Great, every scale. I needed a 100 foot town 8 scale buildings on my background. I want to thank you for the tips and inspiration you have provided me with Carol and me. Got a lady this but a simple building structure and nothing else to do. —Lowell from the Hud Hobert Jaques, K. K.

In memoriam:

John W. Hassell 81, died February 6 at his home in Wood Ridge. I bet he was an avid [illegible] reader of Carendo narrow gauge railroads, steam photos, drawings and page-sized renditions and interviews for decades. John was a member of the Narrow Gauge Guild, a group of narrow gauge modelers who circulated a round-robin letter discussing their modeling efforts.

In addition to his train drawings and photos, John completed hundreds of drawings and kept time notebooks over the years. He had visited places and written published, including Canada and many places of John W. Hassell" in the April 1980 issue of Trains Magazine. John's work Greg Brace and John A. plan to continue writing copies of the railroad to help detail a collection.

Stanislaus "Ted" Stupnik, 72, died December 14, 1999 in Bridgeton. Ted, like may a enthusiastic Pioneer 0 scale modelers who collaborated with John Armstrong on the layout trestles. Ted engineered Atlas with his many years and did research and trimming diagrams for Atlas HO and N scale rolling stock. In 1971, he designed their Consolidation.

The Atlantic would be even as beautiful model railroad man because. That's O scale Pioneer 0-4-0 Atlantic was "Broken as the World" in the January 1977 RR.

Comments, suggestions, and additional corrections on last issue's Layout Design Contest will be read, but not all can be printed or answered. Write "To the Editor" at the address below. Letters published in full needs of this and send to Model Railroader Magazine, 21027 Crossroads Circle, P. O. Box 1612, Waukesha, WI 53187-1612. Letters may be edited for length and clarity. Include your name and address. Please provide your city and state.

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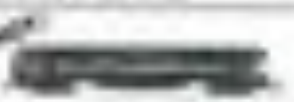

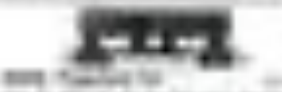

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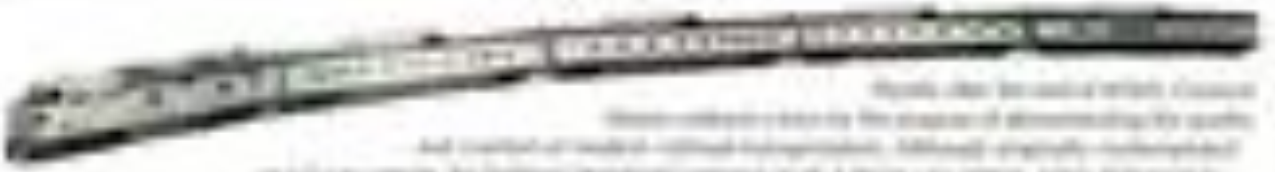

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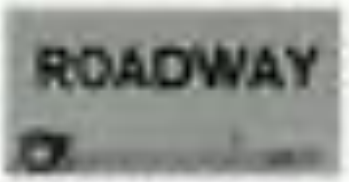

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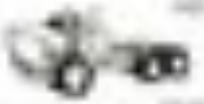

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I believe you're talking about the light, matte shades which were customarily used in painting steam-era railroad locomotives and rolling stock. Many of the railroad names on the NYC & and PC & Gas Yards were Clover Yards so everyone they overlooked present part of the railway which isn't behind the main transit by train and grime covering them that from doing the work of train maintenance. For locomotive they use a light matt color which do not remain. There was a time-tigated behalf to

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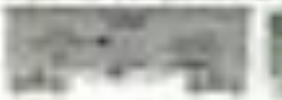

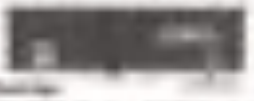

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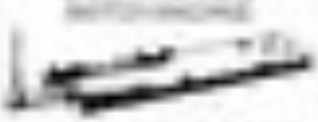

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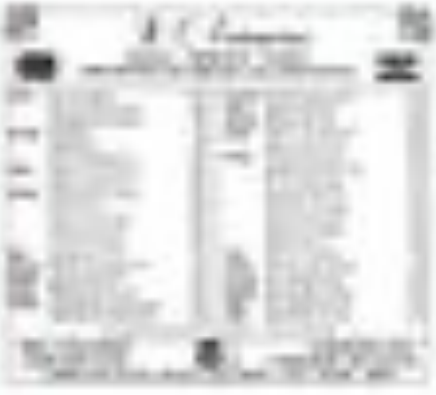

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